Final Environmental Impact Report
(Final EIR)
[State Clearinghouse No. 2016081034]

for

Los Angeles International Airport (LAX)
Terminals 2 and 3 Modernization Project

City of Los Angeles
Los Angeles City Clerk Case #EIR-17-002-AD

June 2017

Volume 4
Responses to Comments and Corrections and Additions to the Draft EIR

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PREFACE

This document, in conjunction with the previously prepared documents described below, constitutes the Final Environmental Impact Report (Final EIR) for the Terminals 2 and 3 (T2/T3) Modernization Project at Los Angeles International Airport (LAX). As further described in the Introduction of this document, the LAX T2/T3 Modernization Project includes the modernization of existing Terminals 2 and 3 in order to improve passenger level of service and amenities within the terminals; help meet federal security requirements (e.g., security screening), improve passenger and baggage processing and inspections; improve building systems; and modernize the interior and exterior of the terminals to benefit the overall appearance of the CTA.

In accordance with the California Environmental Quality Act (CEQA), Los Angeles World Airports (LAWA), as Lead Agency, has completed an EIR to disclose the environmental impacts associated with the LAX T2/T3 Modernization Project. The South Coast Air Quality Management District is a Responsible Agency pursuant to CEQA.

LAWA circulated a Draft EIR regarding the proposed Project, received public and agency comments on the Draft EIR, and prepared written responses to those comments – all of which provides the basis for this Final EIR.

Pursuant to CEQA Guidelines Section 15132, a Final EIR consists of:

(a) The Draft EIR or a revision of the draft.

(b) Comments and recommendations received on the Draft EIR either verbatim or in summary.

(c) A list of persons, organizations, and public agencies commenting on the Draft EIR.

(d) The responses of the Lead Agency to significant environmental points raised in the review and consultation process.

(e) Any other information added by the Lead Agency.

Accordingly, the Final EIR for the LAX T2/T3 Modernization Project consists of two components, as follows:

Component 1: Draft EIR and Technical Appendices

Three volumes were prepared for the Draft EIR, including technical appendices. These volumes were distributed for public review and comment from February 23, 2017 to April 10, 2017.

Volume 1 – Draft EIR: Volume 1 of the Final EIR includes the Draft EIR-Main Document and Appendix A which contains the Initial Study, Notice of Preparation (NOP), NOP Comments, Scoping Meeting Materials, and Scoping Meeting Comments.

Volume 2 – Draft EIR Technical Appendices: Volume 2 of the Final EIR includes the Draft EIR Technical Appendix B which contains supporting data and analyses that were developed in conjunction with the Draft EIR for Air Quality, Greenhouse Gas, and Human Health Risk Assessment.

Volume 3 – Draft EIR Technical Appendices: Volume 3 of the Final EIR includes the Draft EIR Technical Appendices C, D, and E. These appendices contain the archaeological and paleontological resources assessment report, supporting data for the construction traffic analysis, and energy use calculations for the proposed project, respectively.

Component 2: Responses to Comments and Corrections and Additions to the Draft EIR

Volume 4 – Responses to Comments and Corrections and Additions to the Draft EIR: The second part of the Final EIR consists of a compilation of the comments received on the Draft EIR, the written responses prepared by LAWA to those comments, and corrections and additions to the Draft EIR. This volume includes an index (i.e., list) of agencies, organizations, and individuals that commented on the Draft EIR. This volume also includes: Attachment 1, which consists of a copy of the comment letters on the Draft EIR in their original form (i.e., photocopies of comment letters); Attachment 2: Traffic Counts – Imperial Highway East of Pershing Drive (August 22, 2014); and Attachment 3: NBEG Calculations and August 2016 and 2017 Flight Schedule Data for Delta Air Lines.

All of the documents described above, comprising the Final EIR for the LAX T2/T3 Modernization Project, are available for public review at:

- LAWA Administration Offices, One World Way, Room 218, Los Angeles, CA 90045
- Westchester-Loyola Village Branch Library, 7114 W. Manchester Avenue, Los Angeles, CA 90045
- El Segundo Library, 111 W. Mariposa Avenue, El Segundo, CA 90245
- Inglewood Library, 101 W. Manchester Boulevard, Inglewood, CA 90301
- Culver City Library, 4975 Overland Avenue, Culver City, CA 90230
- Hawthorne Library, 12700 Grevillea Avenue, Hawthorne, CA 90250

The Final EIR is also available online at www.ourlax.org.

1. INTRODUCTION AND INDEX

1.1 Introduction

In compliance with the California Environmental Quality Act (CEQA), Los Angeles World Airports (LAWA) has completed this Final Environmental Impact Report (Final EIR) for the Terminals 2 and 3 (T2/T3) Modernization Project (or proposed project) at Los Angeles International Airport (LAX). As described in the preface of this document, the Final EIR for the proposed project consists of two components, with the first component consisting of Volumes 1 through 3 – Draft EIR and associated Technical Appendices, and the second component being Volume 4 – Responses to Comments and Corrections and Additions to the Draft EIR. This document, Volume 4, constitutes the second component of the Final EIR.

Draft EIR

A detailed description of the proposed project is provided in Volume 1 of the EIR (see Chapter 2 in the Draft EIR-Main Document). On February 23, 2017, LAWA published a Draft EIR for the LAX T2/T3 Modernization Project. In accordance with CEQA, the Draft EIR was circulated for public review for 45 days, with the review period closing on April 10, 2017. A public meeting was held during the Draft EIR comment period on March 21, 2017.

As explained in more detail in Volume 1 of the EIR, the LAX T2/T3 Modernization Project includes:

- Upgrading the T2 concourse, including construction of additional floor area;
- Demolition and reconstruction of the T3 concourse building to provide additional concourse area, including a new operation control center; the demolition of the southern appendages of the T3 satellite;
- Reconfiguring existing passenger gate positions within the existing terminal linear frontage for a total of 27 passenger gate positions at T2/T3;
- Demolition and reconstruction of the passenger and baggage processing facilities (ticketing buildings – T2.5 and T3.5) associated with T2 and T3, including new facilities for passenger and baggage screening, ticketing, and baggage claim (which will reduce redundancies in passenger and baggage processing by providing facilities that support multiple terminals); and a secure connector (i.e., an enclosed/controlled passenger corridor) between T2 and T3; and
- Apron improvements, specifically the replacement/resurfacing, restriping, and relocation of fuel pits.

In total, approximately 832,000 square feet of new building space would be added to the two terminals, for a total square footage of approximately 1,620,010 square feet.

The LAX T2/T3 Modernization Project would support the ongoing modernization of LAX. The underlying purposes of improvements to the facilities at T2 and T3 are to provide improved security, passenger experience, operations, convenience, and quality of service.

Final EIR

In accordance with State CEQA Guidelines Section 15088, LAWA prepared responses to all comments received on the Draft EIR. As required by the State CEQA Guidelines, the focus of the responses to comments is on "the disposition of significant environmental issues raised." State CEQA Guidelines Section 15088(c). Detailed responses are not provided to comments on the merits of the LAX T2/T3 Modernization Project or on other topics that do not relate to environmental issues. As discussed below, all comments received on the Draft EIR will be forwarded, as part of this Final EIR, to the decision-makers for their consideration prior to taking any action on the LAX T2/T3 Modernization Project.

This document, which is the second component of the Final EIR, presents the comments received during the public review period for the Draft EIR and provides written responses to those comments. A total of eight comment letters were received during the public review period; one was a written comment submitted at the public meeting on March 21, 2017. The index presented at the end of this chapter lists the agencies, organizations, and individuals that submitted comments on the Draft EIR. Copies of all comment letters received are included in Attachment 1 of this document. Chapter 2 of this document presents, on a letter-by-letter basis, each comment which is then followed immediately by a response for all comments received during the review period for the Draft EIR (February 23, 2017 through April 10, 2017). The comments and responses are organized and grouped together into categories based on the affiliation of the commentor. The comments are presented in the following order: state agencies, regional agencies, local agencies, and public comments (i.e., letters from private citizens, organizations, etc.). Chapter 3 of this document provides corrections and additions to information presented in the Draft EIR.

Together with the Draft EIR, the responses to comments, along with corrections and additions to the Draft EIR, and list of commentors, constitute the Final EIR. Pursuant to CEQA, the Final EIR is not circulated for another round of comments and responses. The Final EIR will be presented to the decision-makers for their use in considering the LAX T2/T3 Modernization Project. Interested persons may comment on the Final EIR, including these responses, in the course of the decision-making process related to the proposed project; however, LAWA is not required to provide responses to such comments.

1.2 Index of Comment Letters

An alphanumeric index system is used to identify each comment and response, and is keyed to each letter and the individual comments therein. For example, the second letter within the group of public comments submitting comments on the Draft EIR is from Robert Acherman, and the text of the letter is considered to have one individual comment. The subject letter was assigned the alphanumeric label "T2/3-PC00002," representing "LAX T2/T3 Modernization Project-Public Comment-Letter No. 2." The individual comment within the letter is labeled as "T2/3-PC00002-1." The same basic format and approach is used for the comment letters from state agencies ("AS"), regional agencies ("AR") and local agencies ("AL").

The following are the prefix codes used for categorizing the comment letter types:

Letter ID Prefix	Description
AS	State Agency
AR	Regional Agency
AL	Local Agency
PC	Public Comment

To assist the reader's review and use of the responses to comments, an index is provided. The index provides the alphanumeric label number, commentor name, affiliation (i.e., name of agency or organization that the author represents), and date of each comment letter.

The responses to comments consist of both a topical response and individual responses. Within the individual comments submitted on the Draft EIR, many comments pertained to a general theme that was common to a number of commentors. To respond to these comments, a topical response was prepared that provides a single comprehensive discussion of the issue of concern. Individual comments are cross-referenced to this topical response. The topical response is provided at the beginning of Chapter 2.

Chapter 2 also provides individual comments and responses, presented on a letter-by-letter basis. Each comment is typed exactly as it appears in the original comment letter. No corrections to typographical errors or other edits to the original comments were made. A copy of each original comment letter is provided in Attachment 1 of Volume 4 of this Final EIR.

Immediately following each typed comment is a written response. In many instances, the response to a particular comment may refer to the response(s) to another comment(s) that expressed the same concern or is otherwise related. Cross-referencing of responses uses the alphanumeric index system as described above. For example, a response may indicate "Please see Response to Comment T2/3-PC00001-1" if that response addresses the same concern expressed in a different comment.

Following is the index that organizes comment letters by letter identification number.

Table 1-1:

Index by Letter Identification (ID) Number

Letter ID	Commentor	Affiliation/Agency	Date
T2/3-AS00001	Watson, DiAnna	California Department of Transportation (Caltrans)	4/10/2017
T2/3-AS00002	Morgan, Scott	State of California, Governor's Office of Planning and Research, State Clearinghouse and Planning Unit	4/11/2017
T2/3-AR00001	Sun, Lijin, J.D.	South Coast Air Quality Management District	4/5/2017
T2/3-AL00001	Wolff, Osa L.	Shute, Mihaly & Weinberger LLP (City of El Segundo)	4/10/2017
T2/3-PC00001	Board of Directors*	Golden State Environmental Justice Alliance	3/18/2017
T2/3-PC00002	Acherman, Robert		3/21/2017
T2/3-PC00003	Bortolotti, Anna		3/31/2017
T2/3-PC00004	Toebben, Gary	Los Angeles Area Chamber of Commerce	4/10/2017

*No legible signature or identifiable name was provided.

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2. COMMENTS AND RESPONSES

The following provides the Topical Response and individual responses to comments received on the Terminals 2 and 3 Modernization Project Draft EIR.

Topical Response TR-T2/3-1: Apron and Gate Dependencies

Several of the individual comments in Comment Letter T2/3-AL00001 and a comment in Comment Letter T2/3-PC00001 pertain to the proposed addition of up to four aircraft parking positions (gates) as part of the T2/T3 Modernization Project, and the commentor's assertion that those additional gates would increase aircraft operations at LAX.

As discussed in Section 2.6 on pages 2-24 through 2-27 of the Draft EIR, the Proposed Project would not affect aircraft operations at LAX. The analyses concluded that any changes to aircraft operations were unrelated to the proposed project given the overall airport environment and proposed project characteristics, including the physical constraints of the defined apron area at Terminals 2 and 3, the unchanged terminal linear frontage, the existence of passenger aircraft gate dependencies, and other airfield constraints.

A topical response has been prepared to help the reader better understand the technical planning considerations involved in the analyses; the relationship between the available constrained apron areas, gates and operations; and provide an overall context for the specific responses to the individual comments regarding that issue.

This topical response includes seven discussion items:

- Item #1: Passenger terminal apron areas and aircraft parking limit lines are constrained by surrounding taxilanes, not by terminal buildings
- Item #2: Passenger terminal apron essential activities and operations must remain on the terminal apron, constraining available space
- Item #3: A fundamental spatial relationship between the area of a passenger terminal apron, the terminal building footprint and the size of aircraft gate parking positions determines the number and size of possible gates
- Item #4: The available terminal linear frontage constrains the parking of aircraft at a terminal
- Item #5: The Narrowbody Equivalent Gate (NBEG) metric is an appropriate and industry standard approach to normalizing gate numbers and is used in the EIR to derive the 27 NBEG value
- Item #6: Gate layouts and aircraft gate dependencies limit the number of aircraft that can be gated at terminals
- Item #7: Demand for aircraft gate parking positions in 2016 and 2017 already exists and is met at LAX
- Item #8: LAWA does not control gate utilization

First, the topical response discusses the physical constraints associated with the existing Terminal 2 and 3 passenger terminal apron areas and aircraft parking limit lines, as well as the essential activities and operations that would continue to take place on these apron areas under the proposed project (see Items #1 and #2).

Next, the topical response discusses the spatial relationship between the area of a passenger terminal apron, the terminal building footprint and the size of aircraft gate parking positions to further illustrate the constraints of the proposed project passenger terminal apron areas (see Item #3 which includes a discussion of the available terminal linear frontage as well as the NBEG metric in Items #4 and #5).

The topical response then provides a discussion of gate layouts and aircraft gate dependencies within the context of the proposed project constrained passenger terminal apron areas (see Item #6).

Next, the topical response presents an analysis of the demand for aircraft gate parking positions in 2016 and 2017. The purpose of this analysis is to illustrate the fact that demand for additional gates that the proposed project would provide already existed in 2016 and 2017, and is therefore not a result of the proposed project (see Item #7).

Finally, the topical response discusses LAWA's lack of authority to control gate utilization or make decisions upon the airline fleet mix or the number of operations accommodated at the gates (see Item #8).

1. <u>Passenger terminal apron areas and aircraft parking limit lines are constrained by surrounding taxilanes, not by terminal buildings</u>

As discussed in Section 2.1 on page 2-1 of the Draft EIR, the proposed project would modify aircraft parking positions, passenger boarding bridge locations, aircraft fueling system hydrant locations, and ground support equipment parking locations within the confines of the existing Terminal 2 and 3 passenger terminal apron areas (areas where aircraft are parked, cabin serviced, loaded or unloaded, refueled, and/or boarded). As further discussed in Section 2.6 on page 2-25 of the Draft EIR, the physical boundaries of the Terminal 2 and 3 passenger terminal aprons are constrained by the existing adjacent Taxilanes D, D8, and D10, which are depicted on Figure 2-13 in Section 2.6 of the Draft EIR. The location and geometry of the taxilanes surrounding the Terminals 2 and 3 site would not be modified by the proposed project.

Figure A depicts the existing Terminals 2 and 3 aircraft gate layouts under the baseline conditions in August 2016 with 23 aircraft gate parking positions.

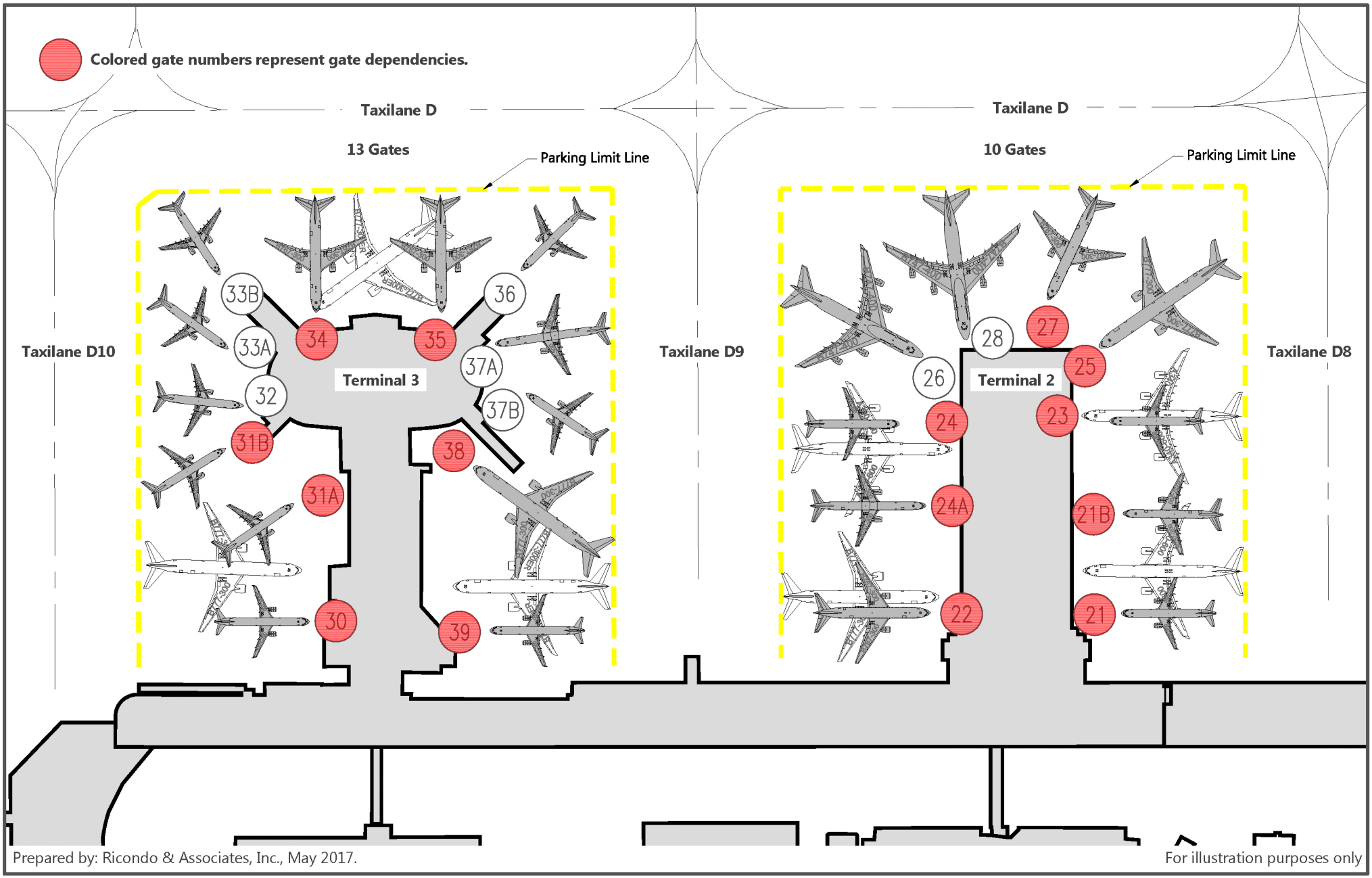
As discussed in Section 2.6 on page 2-25 of the Draft EIR, aircraft parking limit lines are lines beyond which no part of a parked aircraft may protrude. As further discussed in Section 2.6, aircraft parking limit lines are set based on Federal Aviation Administration (FAA) regulations related to object free areas associated with adjacent taxiways or taxilanes.[1] Therefore, the location and geometry of the aircraft parking limit lines are based on the adjacent taxiways and taxilanes, not the terminal or concourse buildings (regardless of their respective sizes).

As discussed above, the location and geometry of the taxilanes surrounding the Terminals 2 and 3 site (i.e., Taxilanes D, D8 and D10) would not be modified by the proposed project. Existing aircraft parking limit lines are also depicted on Figure 2-13 in Section 2.6 of the Draft EIR.

Therefore, the surrounding existing aircraft parking limit lines would remain unchanged and continue to constrain where aircraft can park in the future under the proposed project conditions. Accordingly, these aircraft parking limit lines are a key factor limiting the size and location of aircraft gates enabled by the proposed project.

2. <u>Passenger terminal apron essential activities and operations must remain on the terminal apron, constraining available space</u>

As discussed in FAA Advisory Circular 150/5300-13A, apron layouts depend on aircraft gate positions, aircraft and ground vehicle circulation needs, and aircraft clearance requirements.[2] The FAA further discusses the functions of the passenger terminal apron areas, as follows:



LAX Terminals 2 and 3 Modernization Project	Baseline Conditions Terminals 2 and 3 Gate Layouts	Figure A

> This apron area is adjacent to the passenger terminal where passengers board and deplane from an aircraft. The apron must typically accommodate multiple activities such as fueling, maintenance, catering, loading/unloading baggage and cargo, aircraft servicing, boarding bridge maneuvering, passenger boarding/deplaning and aircraft docking/pushback.[3]

In Advisory Circular 150/5300-13A, the FAA provides guidance pertaining to aircraft-related operations on apron areas as follows:

> Aprons near terminals need to provide adequate room for the aircraft using the gates. Adequate area is also needed for all of the associated service vehicles and equipment including: passenger stairs, passenger buses, baggage carts, fuel trucks, food supply vehicles, and aircraft maintenance vehicles, and Aircraft Rescue and Fire Fighting (ARFF) vehicles.[4]

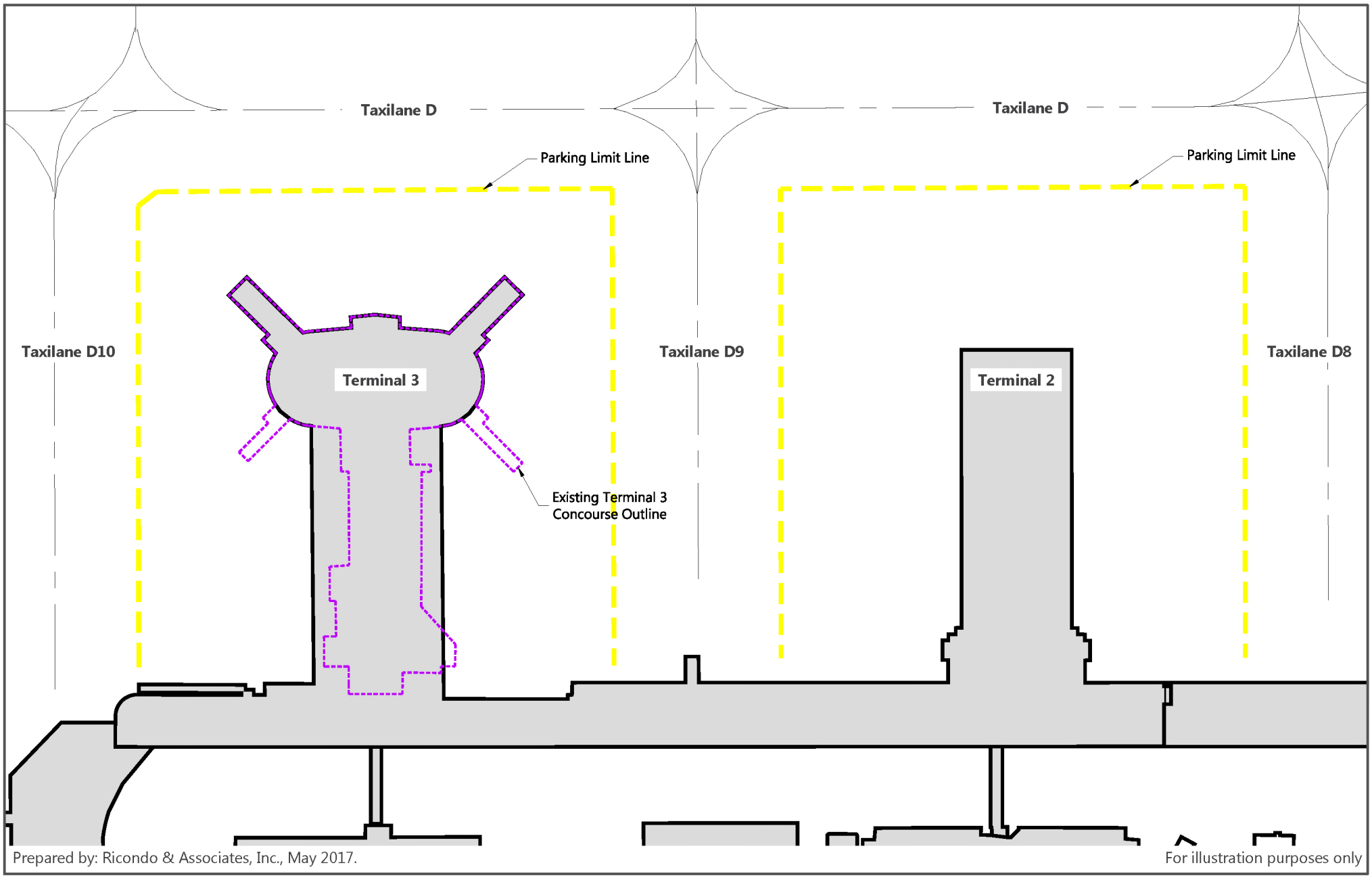
The passenger terminal apron areas around the proposed project would continue to be constrained areas as they are today, as they must continue to accommodate multiple essential activities and operations under the proposed project conditions. These activities and operations cannot be accommodated elsewhere away from the parked aircraft, and are therefore another key factor limiting the number, size and location of aircraft gates under the proposed project conditions.

3. <u>A fundamental spatial relationship between the area of a passenger terminal apron, the terminal building footprint and the size of aircraft gate parking positions determines the number and size of possible gates</u>

There is a fundamental spatial relationship between the area of a passenger terminal apron, the terminal building footprint and the size of aircraft gate parking positions. Within a constrained terminal passenger apron area, as would remain the case with the proposed project, increasing the size of a terminal/concourse footprint would lead to *reducing* the parking depth available to park aircraft; and therefore potentially reduce the size of aircraft that can be accommodated. This is because the aircraft parking limit line that is established by the taxilanes surrounding the Terminals 2 and 3 site would not change. Within the same constrained terminal passenger apron area, designing gates for bigger (longer) aircraft would only lead to reducing the area available to accommodate the terminal/concourse footprint.

The dimensional requirements for aircraft parking positions are based on the type of aircraft the apron is designed to accommodate. The FAA has established dimensional requirements based on the Airplane Design Group (ADG) which relate to either the aircraft wingspan or tail height (physical characteristics), whichever is most restrictive to an aircraft's safe movement on the airport.[5] FAA Advisory Circular 150/5300-13A also discusses wingtip and object clearance rules applying to taxiways, taxilanes and aprons.[6]

Figure B depicts the footprints of the existing and proposed Terminals 2 and 3 within the confines of the existing terminal passenger apron areas and parking limit lines. As depicted, the footprint of Terminal 2 would remain unchanged under the proposed project, whereas the footprint of Terminal 3 would be widened as discussed in Section 2.4 on page 2-17 of the Draft EIR. Accordingly, as discussed in Section 2.6 on page 2-25 of the Draft EIR, the aircraft parking depth available on the east and west sides of Terminal 3 would be reduced under the proposed project, and would result in the reduction of the size of aircraft that can be accommodated in these locations.



Prepared by: Ricondo & Associates, Inc., May 2017.

For illustration purposes only

LAX Terminals 2 and 3 Modernization Project	**Terminal 2 and Terminal 3 Footprint Comparison**	**Figure B**

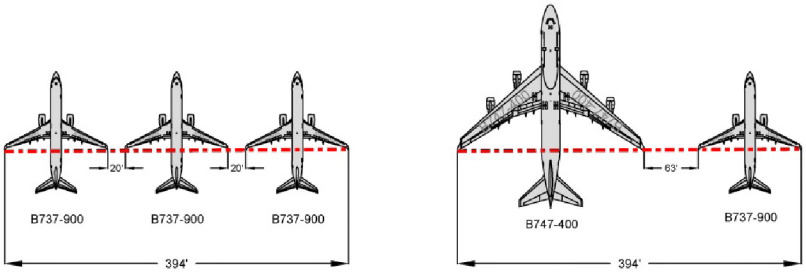
As stated above, the passenger terminal apron areas would not increase in size as part of the proposed project, as the surrounding aircraft parking limit lines would remain in their existing location. Therefore, the ability to accommodate larger aircraft within the confines of the existing passenger terminal apron areas would remain constrained under the proposed project conditions.

4. <u>The available terminal linear frontage constrains the parking of aircraft at a terminal</u>

As defined in Section 2.6 on page 2-25 of the Draft EIR, terminal linear frontage is the distance in linear feet that provides for safe parking and operations of aircraft at a passenger terminal.

Assessing the linear frontage of a facility or area is a long-standing, well-established and accepted practice in airport planning. FAA AC 150/5360-13, which includes guidelines in planning and designing airport terminal facilities, refers to curb frontage (p. 3 of Advisory Circular 150/5360-13), ticket counter frontage (p. 12 of Advisory Circular 150/5360-13), building frontage (p. 23 of Advisory Circular 150/5360-13) and ramp frontage (p. 30 of Advisory Circular 150/5360-13) as critical elements of airport design.[7] Note that all these frontages are measured in linear feet.

Linear frontage is a measure of the area available to park aircraft around a terminal or on an apron, taking into consideration the aircraft wingspans and wingtip-to-wingtip clearances. While Section 2.6 of the Draft EIR discusses terminal linear frontage, FAA Advisory Circular 150/5360-13 refers to the same measurement as ramp frontage. As discussed in Section 2.6 on page 2-25 of the Draft EIR, terminal linear frontage is not a function of the size or volume of terminal buildings. It is, rather, directly related to the size of the available apron areas. As depicted on the illustration below, the required linear frontage to accommodate three Boeing 737-900s with winglets is 394 linear feet (which includes a minimum 20-foot standard wingtip-to-wingtip clearance). The same linear frontage of 394 feet can accommodate one larger aircraft such as a Boeing 747-400 with a wingspan of 213 feet and a Boeing 737-900 with a wingspan of 118 feet. Therefore, the larger the wingspan, the fewer aircraft that can be accommodated within a constrained available terminal linear frontage, as in the case of the proposed project.



The concept of terminal linear frontage was appropriately relied upon in the Draft EIR to further illustrate the constraints that the existing passenger terminal apron areas would impose on the number and size of gates that can be accommodated around Terminals 2 and 3 under the proposed project. The Terminals 2 and 3 passenger terminal apron areas would not increase under the proposed project, nor would the available terminal linear frontage.

5. <u>The Narrowbody Equivalent Gate (NBEG) metric is an appropriate and industry standard approach to normalizing gate numbers and is used in the EIR to derive the 27 NBEG value</u>.

As discussed in Section 2.6 on page 2-25 of the Draft EIR, the NBEG metric is used widely in the industry to normalize apron demand to a representative narrowbody aircraft gate, typically a Boeing 737-900. This metric reflects the maximum number of NBEG aircraft parking positions or gates that can be accommodated given a specified apron or terminal linear frontage. As discussed above, the concept of terminal linear frontage is at the core of the NBEG approach and relevant to the discussion of aircraft gate dependencies. The Airport Cooperative Research Program (ACRP) Report 25 cited in Section 2.6 on page 2-25 of the Draft EIR discusses the concept of "apron frontage of the terminal" in its definition of the concept of NBEG.[8] Therefore, in the Draft EIR, "terminal linear frontage" and "apron frontage of the terminal" are synonymous.

As discussed in the ACRP Report 25, the wingspan of any aircraft can be converted into a NBEG value by dividing the wingspan by 118 feet (the wingspan of a Boeing 737-900 with winglets).[9] NBEG calculations for each of the 23 passenger gate positions that existed under the baseline conditions in August 2016 result in 26.8 NBEG positions, rounded to 27 NBEG positions (see calculation details in Attachment 3.a. in Attachment 3 of this Final EIR). This calculation provides the basis for the maximum gate count of 27 NBEG positions, that can be accommodated within the 3,800 feet of linear frontage discussed in Section 2.6 on page 2-25 of the Draft EIR.

Because it is an industry standard methodology for gate planning, the NBEG metric utilized in the discussion of gate dependencies in Section 2.6 of the Draft EIR is a reasonable and appropriate approach, in the context of constrained passenger terminal apron areas and terminal linear frontage, to determine that Terminals 2 and 3 can accommodate 27 NBEG positions under existing conditions.

The NBEG metric is a particularly good fit for the baseline and anticipated conditions at the Terminals 2 and 3 site. Therefore, an analysis of the airlines operating at Terminals 2 and 3 was undertaken to determine the aircraft fleet mix utilizing the gates under the 2016 baseline conditions (see Attachment 3.b. in Attachment 3 of this Final EIR). In August 2016, the fleet mix of the airlines operating at Terminals 2 and 3 was comprised of 88 percent ADG III aircraft, which are narrowbody aircraft comparable to the metric used to determine NBEG.

In comparison, based on available flight schedule data reported by the airlines to the U.S. Department of Transportation for August 3, 2017, provided as Attachment 3.c. in Attachment 3 of this Final EIR, the fleet mix of the airlines scheduled to operate at Terminals 2 and 3 after the airline relocations that occurred in May 2017 is comprised of 73 percent ADG III aircraft.[10] This is based on operations scheduled for Delta Air Lines, Compass Airlines, SkyWest (operating for Delta Air Lines), Aeromexico, WestJet, Virgin Atlantic, and Aer Lingus on August 3, 2017.

As discussed in Section 2.6 on page 2-27 of the Draft EIR and depicted on Figure 2-14 of the Draft EIR, airlines operating at Terminals 2 and 3 in August 2016 had the available terminal linear frontage and opportunity to operate 27 ADG III aircraft positions at Terminals 2 and 3. Thus, the ability to park 27 ADG III aircraft around Terminals 2 and 3 existed in August 2016 without the proposed project improvements. These 27 NBEG positions will continue to be suitable to accommodate the majority of the aircraft (73 percent, as discussed above) of the fleet mix of the airlines operating at Terminals 2 and 3 as of May 2017.

6. Gate layouts and aircraft gate dependencies limit the number of aircraft that can be gated at terminals

As discussed in Section 2.6 on page 2-27 of the Draft EIR, gate dependencies exist when the ability to accommodate certain aircraft at one gate is dependent upon the size of the aircraft at the adjacent gate. Within a constrained apron area and terminal linear frontage, aircraft gate dependencies occur when airlines need to operate aircraft at gates that are sized for smaller aircraft. In a constrained apron area that is laid out to maximize the number of ADG III gates, if an ADG IV, V or VI aircraft is parked at one of those gates, it closes at least one adjacent gate (i.e., no aircraft can operate at one or more gates when a larger aircraft is parked at an adjacent gate).

The size of the passenger terminal apron areas of Terminals 2 and 3 (under both existing and proposed conditions) is highly constrained and not all gates are sized to accommodate the largest aircraft that operated at these terminals in 2016. Accordingly, aircraft gate dependencies exist under both the baseline and anticipated proposed project conditions.

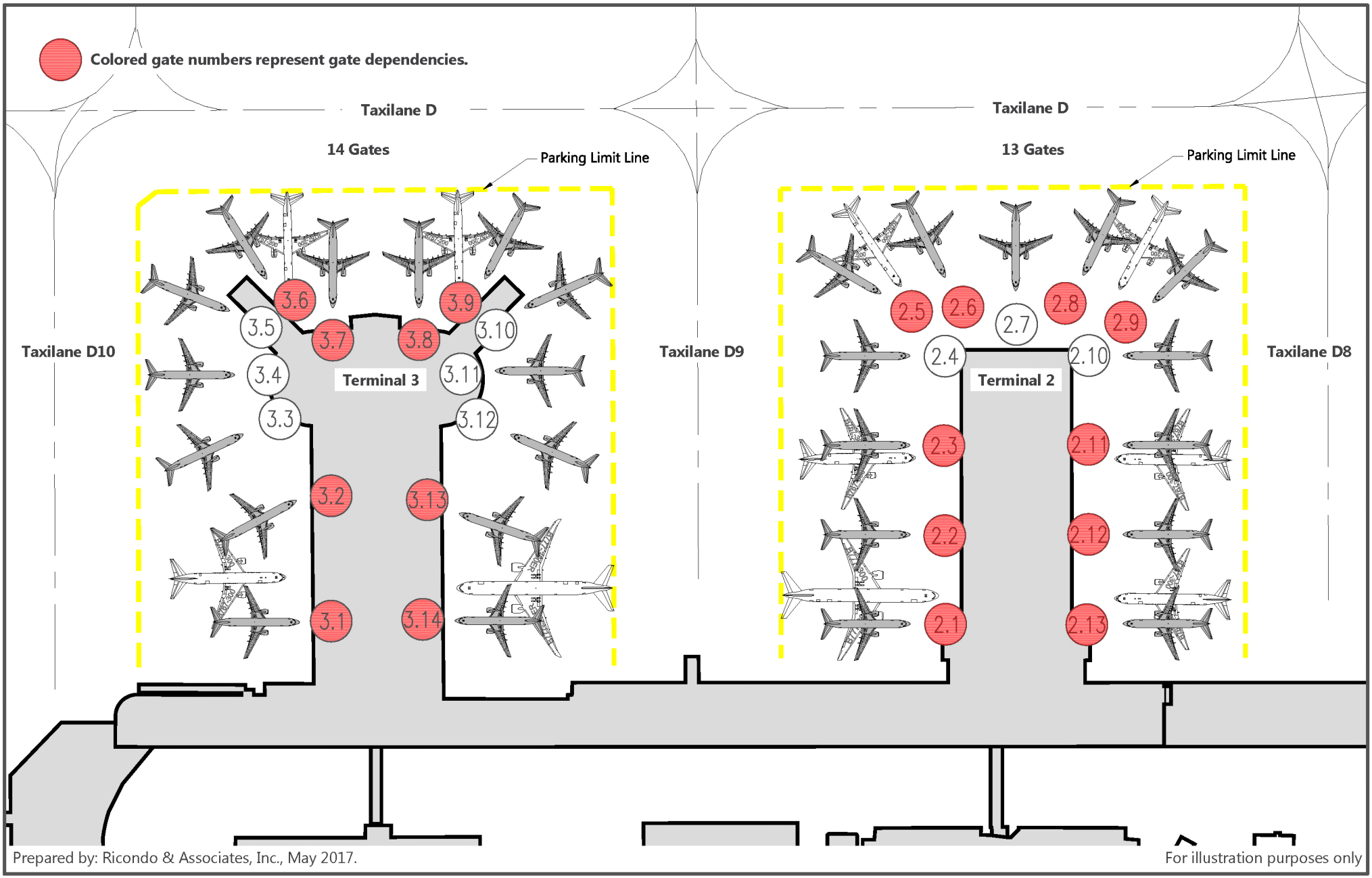
Figure A depicts the Terminal 2 and 3 gate layouts that existed under the baseline conditions in August 2016. See Attachments 3.d. and 3.e. in this Final EIR for information on the gate layout depicted on Figure A, as well as the fleet mix of airlines operating at Terminals 2 and 3 in August 2016. Accordingly, the gate gauges (or sizes) available in August 2016 matched the requirements of the fleets of the airlines operating at Terminals 2 and 3 for ADG III, IV and V aircraft.

As discussed in Section 2.6 on page 2.25 of the Draft EIR, "airlines configure aircraft parking positions to best match their aircraft fleet and provide the greatest flexibility throughout the day to meet their demand." This means that an airline would not configure a passenger aircraft gate position to accommodate a Boeing 777-200 if the largest aircraft in its fleet is a Boeing 767-400. Furthermore, the same airline could mark or stripe one Boeing 767-400 passenger gate position to park two CRJ-700s when the gate is not occupied by a Boeing 767-400 and to respond to demand for regional flights requiring smaller aircraft. These decisions are made on an ongoing basis solely by the airlines, not by LAWA, to accommodate the aircraft fleet and markets they decide to serve from a particular airport.

Following the May 2017 relocation of airlines at LAX, the airlines now operating at Terminals 2 and 3 are: Delta Air Lines, Compass Airlines, SkyWest (operating for Delta Air Lines), Aeromexico, WestJet, Virgin Atlantic and Aer Lingus. Based on the published schedule for August 5, 2016, provided in Attachment 3.c. in Attachment 3 of this Final EIR, these airlines would require ADG III, IV, and V gates throughout the day to accommodate their fleet mix, similar to the requirements of the airlines operating at Terminals 2 and 3 in August 2016.

As discussed in Section 2.6 on page 2-27 of the Draft EIR, the proposed project improvements would result in up to 27 passenger aircraft gate positions at Terminals 2 and 3. Figure 2-14 of the Draft EIR presents 27 NBEG positions, consistent with the NBEG discussion presented above. Because the size of the passenger terminal apron areas would not increase and the airlines operating at Terminals 2 and 3 require ADG IV and V gates, gate dependencies that exist today would continue under the proposed project. Thus, not all of the 27 NBEG positions would or could be used all of the time.

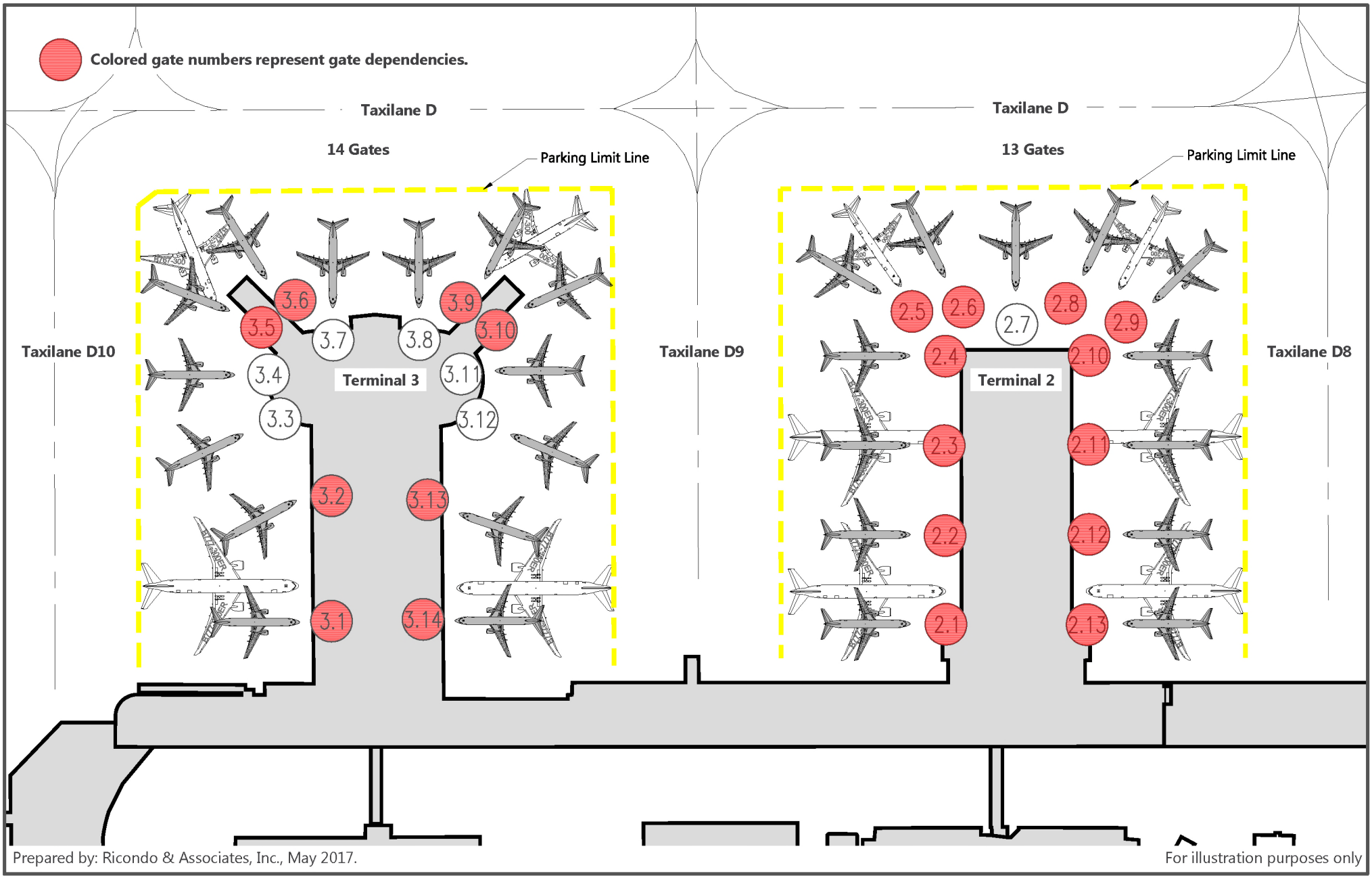
At the time of the release of this Final EIR, the proposed future gate layout for Terminals 2 and 3 had not been finalized. However, examples of potential alternative gate layouts that could be accommodated within the existing aircraft parking limit lines and passenger terminal apron areas are presented in **Figures C** and **D**. These figures are based upon the gate layouts depicted on Figure 2-14 of the Draft EIR. As discussed above, the fleet



Prepared by: Ricondo & Associates, Inc., May 2017.

For illustration purposes only

LAX Terminals 2 and 3 Modernization Project	**Illustration of Potential Gate Layout with 27 ADG III Aircraft, or 19 ADG III/IV/V Aircraft**	**Figure C**



Prepared by: Ricondo & Associates, Inc., May 2017.

For illustration purposes only

LAX Terminals 2 and 3 Modernization Project	**Illustration of Potential Gate Layout with 27 ADG III Aircraft, or 17 ADG III/IV/V Aircraft**	**Figure D**

mix of the airlines operating at Terminals 2 and 3 under the proposed project would be comprised of more than 70 percent ADG III aircraft. It is therefore reasonable to expect that the majority of the ultimate gate positions would be NBEG positions, i.e., ADG III gates. Figures C and D present variations of alternative ADG IV and V aircraft positions, consistent with the requirements of the fleet mix discussed above. Any increase in the size of aircraft (i.e., the provision of ADG IV or V aircraft positions) would necessitate a reduction in the total operational gate count due to the fixed available terminal linear frontage. Thus, even though a specific future gate layout for Terminals 2 and 3 has not yet been finalized, the existing geometric and spatial constraints of the passenger terminal apron areas, which would remain with implementation of the proposed project, would still control the basic gating characteristics of the site no matter what gate layout is ultimately determined.

See Attachments 3.f. and 3.g. of this Final EIR for calculations of the counts associated with the gate layouts presented on Figures C and D. Based on the fact that the terminal linear frontage would not increase under the proposed project, it is expected that the number of operational gates at any one time would be less than 27. Accordingly, a representative example count of 22 or 23 (per Attachments 3.f. and 3.g., as rounded) demonstrates the fact that four (27 minus 23) or five (27 minus 22) NBEG positions out of 27 could be unavailable at any given time throughout the day when larger aircraft operate at Terminals 2 and 3.

As discussed above, the fleet mix of the airlines at Terminals 2 and 3 under the proposed project would be comprised of more than 70 percent ADG III aircraft. Therefore, the majority of the gate gauges under the proposed project are anticipated to remain as ADG III gates. However, because the airlines operating at Terminals 2 and 3 as of May 2017, similar to the airlines that operated at these terminals in 2016, have larger gauge aircraft in their fleet, some gates will continue to have gate dependencies when larger aircraft are operating at those gates.

Therefore, because of the aircraft fleet mix operating at Terminals 2 and 3, the constraints of the terminal apron areas and aircraft parking limit lines, and resulting gate dependencies, the number of gates in operation at any one time varies. The maximum would be 27 gates if only ADG III aircraft were operating. As soon as larger aircraft operate at Terminals 2 and 3, the number of gates in operation during those times would decrease, as discussed above.

7. <u>Demand for aircraft gate parking positions in 2016 and 2017 already exists and is met at LAX</u>

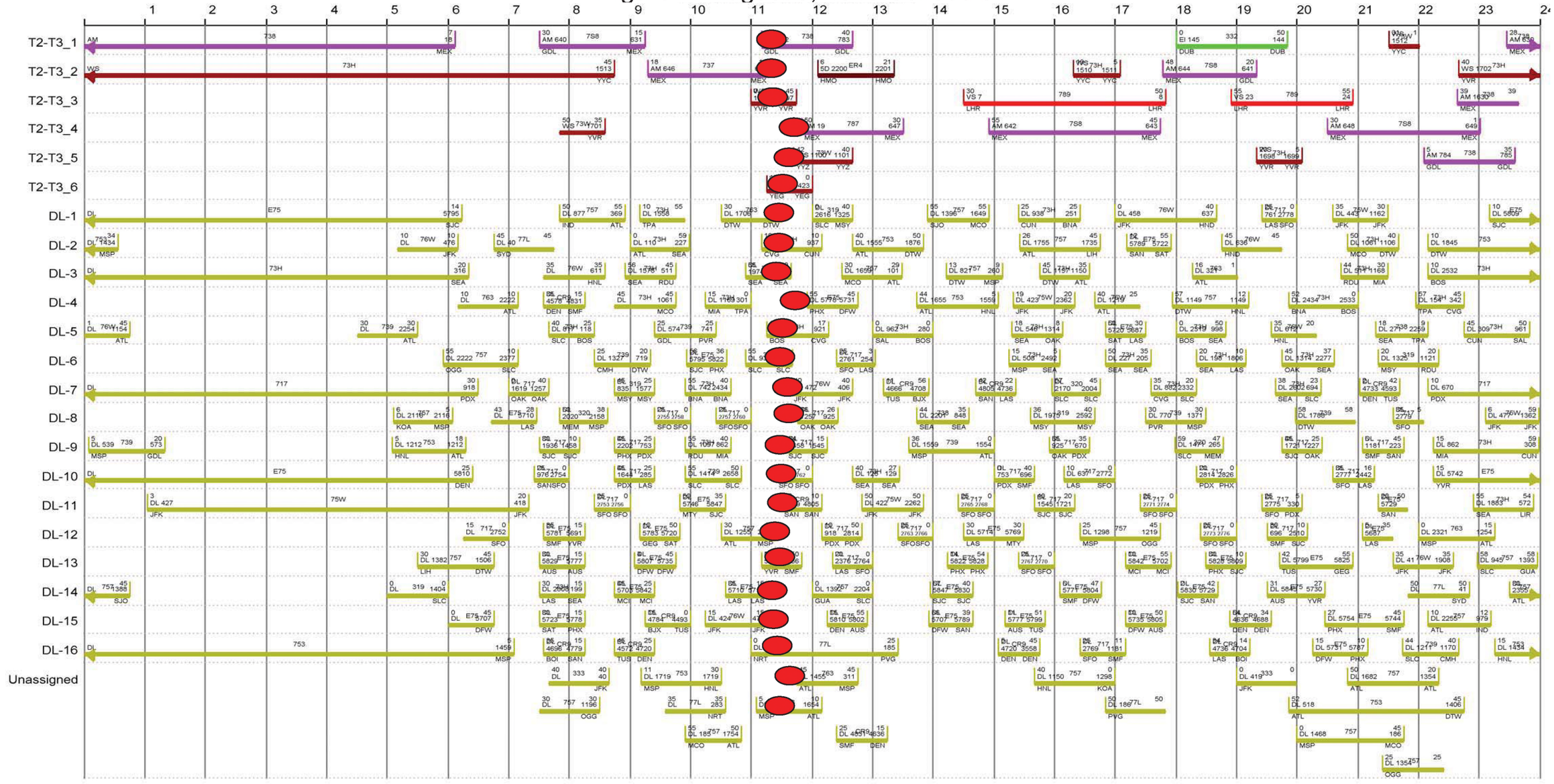
As discussed in Section 2.6 on page 2-27 of the Draft EIR, the operations discussion concluded that increases or decreases in operations and passenger volumes would occur with or without the proposed project improvements.

Based on the August 5, 2016 published flight schedule (see Attachment 3.c. in Attachment 3 of this Final EIR) the airlines that are now operating at Terminals 2 and 3 post-May 2017 relocations (Delta Air Lines, Compass Airlines, SkyWest (operating for Delta Air Lines), Aeromexico, WestJet, Virgin Atlantic and Aer Lingus) used 24 gate parking positions during the peak hour of 11 a.m. to noon, as depicted on an aircraft gated ramp chart presented in **Figure E**. Note that these airlines were operating at Terminals 2, 3, 5 and 6 in August 2016. Therefore, these airlines were utilizing 24 gate parking positions under the baseline conditions in August 2016 at various locations at LAX.

Demand for air travel at Terminals 2 and 3 (and throughput at the airport) fluctuates, passenger volumes have increased at a compounded annual growth rate of 3.3 percent at Terminal 2 and 7.9 percent at Terminal 3 since 2010 (see Response to Comment T2/3-AL00001-3).

For Illustration Purposes Only

Figure E: August 5, 2016 Schedule



As discussed above, the utilization of 24 gates already existed under the baseline conditions in August 2016. As illustration of the ability to accommodate demand within existing facilities, a published schedule for a busy day in August 2017 (the day with the highest number of scheduled operations in August 2017 - see Attachment 3.c. in Attachment 3 of this Final EIR) was analyzed to assess how many aircraft gate parking positions the airlines listed above will need to accommodate their schedule in August 2017. As depicted on **Figure F**, the airlines that now operate at Terminals 2 and 3 post-May 2017 relocations (Delta Air Lines, Compass Airlines, SkyWest (operating for Delta Air Lines), Aeromexico, WestJet, Virgin Atlantic and Aer Lingus) will need to utilize 28 gates during the peak hour of 9:30 a.m. to 10:30 a.m. on a peak day in August 2017 Therefore, the ability to accommodate demand for 27 gate parking positions already exists on a peak day in August 2017 and is not created by the proposed project improvements. As discussed in Section 2.6 on page 2-27 of the Draft EIR, the operations discussion appropriately concluded that increases or decreases in operations and passenger volumes occur with or without the proposed project improvements, and thus would not be the result of the proposed project improvements.

8. LAWA does not control gate utilization

As discussed above, each airline would arrange aircraft gate parking positions differently than other airlines, based on the requirement of their operations and aircraft fleet mix. In doing so, it is reasonable to assume that airlines would seek to operate as efficiently as possible throughout the day by maximizing the use of the passenger gate positions available to them. As noted above, these decisions are made solely by the airlines, not by LAWA. LAWA does not control gate utilization (neither how intensively nor efficiently airlines operate their gates); nor does LAWA control airline business decisions and schedules, as discussed in Section 2.6 on pages 2-24 and 2-25 of the Draft EIR.

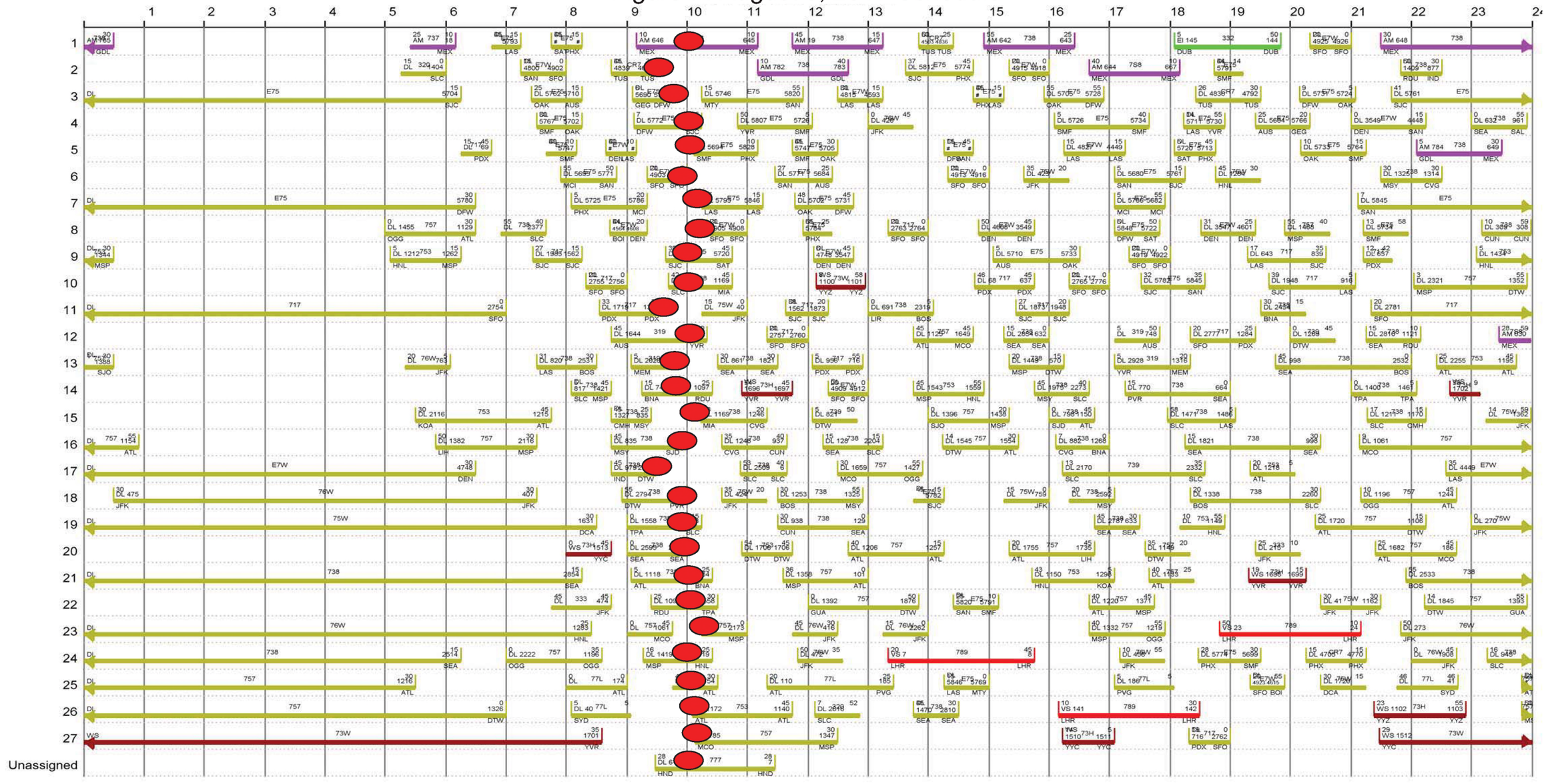
Under both the existing and future conditions of the proposed project, there are several factors that can affect gate utilization, as follows:

- Constrained passenger terminal apron areas result in gate dependencies, as documented above. As discussed in Section 2.6 on page 2-27 of the Draft EIR, "[b]ecause of gate dependencies not all aircraft parking positions can be simultaneously used to maximum capacity." If a gate is closed by a large aircraft parked at the adjacent gate, a reduction in operational efficiency exists at that specific time of day that the aircraft gate is being used. If a large aircraft at one gate results in the reduction of the size of the aircraft parked at the adjacent gate, operational efficiency is again reduced during that time of day. Reduction in operational efficiency during certain times is therefore inherent to any operations at terminals with aircraft gate dependencies.

- As in the case under the baseline conditions, operational efficiency may be reduced at times throughout the day when multiple airlines share the same terminal facilities and gates. As discussed in Section 2.6 on page 2-25 of the Draft EIR, airlines configure aircraft parking positions to best match their aircraft fleet and provide the greatest flexibility throughout the day. Therefore, gate utilization and operational efficiency of all gates within a terminal would be affected when multiple airlines with varying aircraft sizes operate within a constrained terminal apron area, as it would be the case under the proposed project. As multiple airlines would continue to operate out of Terminals 2 and 3, operational efficiencies would be constrained.

For Illustration Purposes Only

Figure F: August 3, 2017 Schedule



Based on the discussion provided in Items #1 through #8, the operations discussion in Section 2.6 of the Draft EIR appropriately concluded that increases or decreases in operations and passenger volumes would occur with or without the proposed project improvements, and thus would not be the result of the proposed project improvements.

[1] Federal Aviation Administration, Advisory Circular 150/5300-13A, Airport Design, February 26, 2014, Paragraph 504.d., p. 165.

[2] Federal Aviation Administration, Advisory Circular 150/5300-13A, Airport Design, February 26, 2014, Paragraph 501, p. 165.

[3] Federal Aviation Administration, Advisory Circular 150/5300-13A, Airport Design, February 26, 2014, Paragraph 502 a.(1), p. 165.

[4] Federal Aviation Administration, Advisory Circular 150/5300-13A, Airport Design, February 26, 2014, Paragraph 504 d.(2), p. 167.

[5] Federal Aviation Administration, Advisory Circular 150/5300-13A, Airport Design, February 26, 2014, Table 1-2, p. 14.

[6] Federal Aviation Administration, Advisory Circular 150/5300-13A, Airport Design, February 26, 2014, Paragraph 506, p. 169.

[7] Federal Aviation Administration, Advisory Circular 150/5360-13, Planning and Design Guidelines for Airport Terminal Facilities, pp. 3, 12, 23 and 30; available at: https://www.faa.gov/regulations_policies/advisory_circulars/index.cfm/go/document.information/documentID/22618 (accessed May 23, 2017).

[8] Transportation Research Board (TRB) of the National Academies, Airport Cooperative Research Program (ACRP), Report 25, Airport Passenger Terminal Planning and Design, Volume 1: Guidebook, pp. 135 and 136, available: https://www.nap.edu/catalog/22964/airport-passenger-terminal-planning-and-design-volume-1-guidebook.

[9] Transportation Research Board (TRB) of the National Academies, Airport Cooperative Research Program (ACRP), Report 25, Airport Passenger Terminal Planning and Design, Volume 1: Guidebook, Table on p. 136, available: https://www.nap.edu/catalog/22964/airport-passenger-terminal-planning-and-design-volume-1-guidebook.

[10] For a discussion of the airline relocations that took place at LAX in May 2017, see Los Angeles World Airports, March 21, 2017 press release entitled "Largest Relocation of Airlines in LAX History Is More Progress In Creating a World-Class Airport"; available: https://www.lawa.org/newsContentbs.aspx?ID=2311.

T2/3-AS00001 Watson, DiAnna California Department of Transportation 4/10/2017

T2/3-AS00001-1

Comment: Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The project involves the modernization of existing Terminals 2 and 3 at LAX to improve passenger level of service and amenities within the terminals. The modernization will include the interior and exterior of the terminals to improve the overall appearance and functionality.

The nearest State facilities to the proposed project are Interstates 105 and 405. Based on review of the Draft Environmental Review Document Caltrans has the following comments:

- It is noted that LAWA has established a "Ground Transportation/Construction Office" referred to as the CALM team. Please require the CALM team to coordinate and

obtain Caltrans' approval for any detour plans and lane closures on Sepulveda Boulevard.

Response: As discussed in Section 4.4.3.6 on page 4.4-15 of the Draft EIR, LAWA has established the Coordination and Logistic Management (CALM) Team to help monitor and coordinate construction traffic control needs. It is not anticipated that any detours or lane closures of Sepulveda Boulevard would be required for construction of the LAX T2/3 Modernization Project. In the unlikely event that such detours or lane closures of Sepulveda Boulevard are required for construction of the Project, the CALM Team would coordinate with Caltrans, as appropriate.

T2/3-AS00001-2

Comment:

- Oversized construction truck deliveries expected to utilize State Highways will need a transportation permit and possible a Californian Highway Patrol (CHP) escort.

Response: Contractors operating at LAX are required to comply with all applicable regulatory requirements, including, but not limited to, transportation-related requirements. LAWA's Design and Construction Handbook for projects occurring on LAWA property requires that, in addition to LAWA's specific requirements, contractors must comply "…with other applicable permits, approvals, requirements, rules and regulations of other agencies with jurisdiction over the work of this contract."[1] Therefore, the contractor will be required to comply with the Caltrans permitting requirement.

[1] LAWA Design and Construction Handbook: LAWA Standards for the Construction Contract, Section 01 35 43 C., as found at http://www.lawa.org/uploadedFiles/LAXDev/DCH/Construction/LAWA%20Standards%20for%20the%20Construction%20Contract%20-%20Closeout%20Requirements%20July%202016.pdf. (Accessed on April 13, 3017).

T2/3-AS00001-3

Comment:

- Due to recurrent traffic congestion of I-405 and I-105 during peak commuting periods, please schedule heavy-duty construction-related trucks away from these periods as much as possible. Measures must be incorporated to contain all vehicle loads and avoid any tracking of materials, which may fall or blow onto Caltrans roadways or facilities during construction.

Response: As indicated on pages 4.4-40 through 4.4-42 of the Draft EIR, LAWA would implement Standard Control Measure LAX-ST-1 (as revised in Chapter 3, Corrections and Additions to the Draft EIR), which requires contractors to complete a Construction Traffic Management Plan (CTMP), which includes the requirement that to the extent possible, truck deliveries of bulk materials such as aggregate, bulk cement, dirt, etc. to the project site, and hauling of material from the project site, shall be scheduled during off-peak hours to avoid the peak commuter traffic periods on designated haul routes (see item b. Designated Truck Delivery Hours).

Please also see Response to Comment T2/3-AR00001-29. As discussed therein, in accordance with Contingency Control Measure for Large Operations 1E from SCAQMD Rule 403, all construction contracts for the proposed project will include the requirement to cover all haul trucks delivering or hauling away dirt, sand, soil, or other loose materials. As part of all construction contracts for the proposed project, LAWA will require that construction contractors comply with all applicable laws and regulations, including Caltrans regulations.

T2/3-AS00002 Morgan, Scott State of California State Clearinghouse 4/11/2017

T2/3-AS00002-1

Comment: The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. The review period closed on April 10, 2017, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Response: The comment is noted. A comment letter from the State of California, Department of Transportation (Caltrans) dated April 10, 2017 was sent directly to LAWA and was received on April 13, 2017. Caltrans' comment letter is identified in the Final EIR as T2/3-AS00001.

T2/3-AR00001 Sun, Lijin, J.D. South Coast Air Quality Management District 4/5/2017

T2/3-AR00001-1

Comment: The South Coast Air Quality Management District (SCAQMD) staff appreciates the opportunity to comment on the above-mentioned document. The following comments are intended to provide guidance to the Lead Agency and should be incorporated into the Final EIR.

Response: Please see Responses to Comments T2/3-AR00001-2 through T2/3-AR00001-34 below. LAWA has incorporated SCAQMD's comments into the Final EIR.

T2/3-AR00001-2

Comment: The proposed project would modernize the existing facilities at Terminals 2 and 3. The improvements are intended to provide improved security, passenger experience, operations, convenience, and quality of service. The improvements would allow for the reconfiguration of the passenger gate positions and aircraft-parking layout at Terminals 2 and 3 to accommodate anticipated airline fleets and uses.

The proposed project would add a total of 832,000 square feet of new building space to the two terminals, thereby resulting 1,620,020 total square feet. It also includes aircraft apron area improvements, restriping of aircraft parking positions, passenger boarding bridge locations, and possibly the relocation of aircraft fuel hydrant pits at both terminals to be compatible with the proposed building changes and anticipated aircraft fleet and uses. The proposed project will be completed in stages and take approximately 76 months (six years and four months) to construct beginning in the fourth quarter of 2017. During construction, both terminals will remain operational at all times.

Response: The comment generally summarizes project description information that is presented in Chapter 2 of the Draft EIR and no further response is required because the comment does

not raise any significant environmental issues or address the adequacy of the environmental analysis included in the LAX T2/3 Modernization Project Draft EIR (Public Resources Code Section 21091(d); State CEQA Guidelines Sections 15088(c), 15204(a)).

T2/3-AR00001-3

Comment: As shown in the DEIR's air quality and health risk analyses, the unmitigated construction emissions will be less than the SCAQMD's CEQA construction emission thresholds, except for NOx. Peak daily energy-related operational emissions were calculated and found to be less than the SCAQMD's CEQA operation emission thresholds. However, the unmitigated localized construction impacts relative to NOx would be significant. After incorporating mitigation measures, regional and localized emissions of NOx would remain significant. The proposed project's unmitigated cancer risks for residents and on-site workers are less than 3.5 in 1 million, which is below the significance threshold of 10 in 1 million.

Response: The comment generally summarizes the air quality and human health risk impacts of the proposed project that are described in in Section 4.1 of the Draft EIR and no further response is required because the comment does not raise any significant environmental issues or address the adequacy of the environmental analysis included in the LAX T2/3 Modernization Project Draft EIR (Public Resources Code Section 21091(d); State CEQA Guidelines Sections 15088(c), 15204(a)).

T2/3-AR00001-4

Comment: The SCAQMD staff has comments on the air quality analysis. Details are included in the attachment. The attachment also includes a discussion of recommended changes to the existing mitigation measures for air quality and proposes new construction mitigation measures which the Lead Agency should implement to reduce the significant air quality impacts.

Response: Please see Responses to Comments T2/3-AR00001-6 through T2/3-AR00001-34 below.

T2/3-AR00001-5

Comment: Pursuant to Public Resources Code Section 21092.5, the SCAQMD staff requests that the Lead Agency provide SCAQMD with written responses to all comments contained herein prior to the certification of the Final EIR. Further, staff is available to work with the Lead Agency to address these issues and any other questions that may arise. If you have any questions regarding this letter, please contact me at lsun@aqmd.gov or by phone at (909) 396-3308.

Response: Written responses to all comments contained in the letter from SCAQMD will be sent to SCAQMD at least 10 days prior to certification of the Final EIR. The availability of SCAQMD's staff for continued coordination with LAWA regarding the LAX Terminals 2 and 3 Modernization Project is appreciated.

T2/3-AR00001-6

Comment: **Air Quality Analysis**

1. As stated in Section 2, *Project Description*, the Lead Agency proposes to use shuttle buses to move construction workers from offsite parking to the job site. Based on a review of the emission output, SCAQMD staff found that shuttle emissions were not included in

the emission calculations. SCAMQD staff recommends calculating shuttle bus emissions and including them in the Final EIR.

Response: As indicated in the first paragraph on page 2-23 of the Draft EIR, in Chapter 2, Project Description, the construction traffic impact analysis assumes that construction contractor parking would occur at, or in the vicinity of, the parking lot southeast of the intersection of Century Boulevard and Avion Drive. To account for the mobile source emissions associated with such transport of workers, as part of the project's construction-related air quality impacts, Table 4.1.1-6, Table 4.1.1-11, and Table 4.2-4 of the Draft EIR have been revised to include emissions from shuttles transporting construction workers from the worker parking area to the project site. Please see Chapter 3, Corrections and Additions to the Draft EIR. Emissions of worker shuttles were estimated to be as follows:

Peak Daily Criteria Pollutant Emissions (lbs/day) from Worker Shuttle Trips[a]

	Year						
Pollutant	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**	**2023**
CO	<1	<1	<1	<1	<1	<1	<1
NOx	<1	<1	<1	1	1	1	1
SO2	<1	<1	<1	<1	<1	<1	<1
PM10	<1	<1	<1	<1	<1	<1	<1
PM2.5	<1	<1	<1	<1	<1	<1	<1
a. Round trip distance between worker parking area and job site estimated to be 2.9 miles.							

Annual GHG Emissions (MTY) from Worker Shuttle Trips[a]

	Year						
Pollutant	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**	**2023**
CO2e	1	3	9	15	14	21	13
a. Round trip distance between worker parking area and job site estimated to be 2.9 miles.							

As indicated above and in revised Table 4.1.1-6, Table 4.1.1-11, and Table 4.2-4 in Chapter 3 of this Final EIR, emissions due to worker shuttles would not substantially change the results of the air quality and greenhouse gas emissions impact analyses for construction activities associated with the proposed project contained in Section 4.1.1, Section 4.2, and Appendix B of the Draft EIR, nor does the addition of worker shuttle emissions change the significance findings included in the Draft EIR.

T2/3-AR00001-7

Comment: **Compliance with SCAQMD Rules and Identify SCAQMD as a Responsible Agency**

2. Based on activities included in the project description, SCAQMD permits will be required. Although permit applications might have already been submitted to the SCAQMD Permitting and Engineering staff, the Final EIR should identify SCAQMD as a responsible agency for the proposed project activities. The reconfiguration of the aircraft fueling system hydrant locations will require permit applications and a health risk assessment under SCAQMD rules including Rule 461 – Gasoline Transfer and Dispensing; Rule 462 – Organic Liquid Loading; and Rule 1401 – New Source Review of Toxic Air Contaminants. For permit questions, please contact SCAQMD Permitting and Engineering staff at (909) 396-2562.

Response: The SCAQMD has been identified as a responsible agency in the Preface of the Final EIR. Implementation of the proposed project will comply with all applicable requirements of the SCAQMD, including necessary permits under SCAQMD Rules 461, 462, and 1401.

Also, note that in the Draft EIR, SCAQMD is listed under Section 2.7 "Intended Use of this EIR" as the agency responsible for review of any permits required under the Clean Air Act for stationary sources.

T2/3-AR00001-8

Comment: 3. In the event that the proposed project requires the use of concrete produced at an on-site (on-airport) concrete batch plant, that may also require SCAQMD permit(s). Questions concerning permits for concrete batch plant operations can be directed to SCAQMD Permitting and Engineering staff at (909) 396-2504.

Response: The current SCAQMD Facility Permit to Operate (i.e., Title V Permit) for LAX allows for the operation of up to five (5) concrete batch plants on airport, at which there is presently only one concrete batch plant at LAX. In the event that an on-site (on-airport) concrete batch plant is used for the T2/T3 Modernization Project, it would be operated in accordance with the requirements and conditions of the Title V Permit, as applicable to batch plants.

T2/3-AR00001-9

Comment: 4. The proposed project will include soil disturbance of approximately 134,400 cubic yards of cut and fill. In the event that soil containing petroleum hydrocarbons is encountered during soil disturbance activities, the Final EIR should include a discussion to demonstrate compliance with SCAQMD's Rule 1166 – Volatile Organic Compound Emissions from Decontamination of Soil.

Response: Discussion of compliance with regulations governing remediation of contaminated materials, including SCAQMD Rule 1166, is provided in Section VIII.d on pages 58-60 of the Initial Study for the proposed project (included in Appendix A of the Draft EIR). As discussed therein, Rule 1166, Volatile Organic Compound Emissions from Decontamination of Soil, requires development and approval of a mitigation plan if volatile organic compound (VOC)-impacted soil is encountered or is likely to be encountered during construction, monitoring of VOC concentrations, and implementation of the mitigation plan if VOC-contaminated soil (i.e., VOC emissions measured three inches away from impacted soil exceed 50 parts per million) is detected. As also indicated in the Initial Study, the proposed project would involve excavation within the T2 apron area. Based on the known contamination in the T2 apron area at the north end of the T2 concourse (i.e., at the Terminal 2 Fuel Hydrant Facility site/Terminal 1 Valve Vault site), contaminated soils may be encountered during construction. LAWA's technical specifications for construction projects at LAX include provisions specific to "Removal and Disposal of Petroleum Hydrocarbon-Impacted Soils" that delineate procedures and requirements relative to the identification, evaluation, management, and treatment/disposal of soils impacted by jet fuels and other hydrocarbons. Those provisions specifically include compliance with the requirements of SCAQMD Rule 1166.

T2/3-AR00001-10

Comment: **Recommended Changes to Existing Mitigation Measure LAX-AQ-1q**

Technology Review

5. The DEIR includes 15 air quality mitigation measures, including a step-down provision in Mitigation Measure LAX-AQ-1q. The last bullet point in LAX-AQ-1q requires that LAWA conduct, from time-to-time, independent research and verification of the availability. Given that the construction phase for the proposed project would take more than six years, SCAQMD staff believes that the Lead Agency should take this opportunity to deploy the lowest emission technologies possible by requiring a review and implementation of new, feasible lower-emission technologies every two years and include it as a new mitigation measure in the Final EIR. This deployment should include those technologies that are "capable of being accomplished in a successful manner within a reasonable period of time" (Public Resources Code §21061.1), such as zero and near-zero emission technologies that are expected to be available during the life of the project. A technology review that is performed every two years will allow the Lead Agency to assess equipment availability, equipment fleet mixtures, and best available emissions control devices. Additionally, to ensure that the biennial technology review is enforceable during the six-year construction phase, the SCAQMD staff recommends that the Lead Agency include the biennial technology review in the project contract agreement, including the Contractor agreement. Furthermore, when a new emission control technology is found to be feasible and would substantially reduce air emissions, but the Lead Agency declines to implement such technology, a subsequent EIR shall be prepared (CEQA Guidelines Section 15162(a)(3)(C)). The SCAQMD staff's recommended revisions to the last bullet point in LAX-AQ-1q are below:

"1q (the last bullet point): [...] LAWA will, ~~from time-to-time~~ every two years, conduct a technology review, independent research and verification of the availability of the availability of such vehicles and equipment for lease/rent within a 120-mile radius of LAX, which may be used in reviewing the acceptability of the Contractor's good faith efforts and due diligence, and include the biennial technology review as a mandatory condition in the Contractor agreement."

Response: LAWA's implementation of the requirements set forth in Measures 1o and 1p of Mitigation Measure LAX-AQ-1 calling for the use of the cleanest on-road diesel powered trucks and off-road diesel-powered equipment available, and the related step-down provisions in Measure 1q, as revised in Chapter 3, Corrections and Additions to the Draft EIR, would occur as part of construction contract requirements. LAWA's monitoring of that requirement would occur as part of the Mitigation Monitoring and Reporting Program (MMRP) for the project and would include periodic independent research and verification of the availability of equipment.[1] Such research and verification would be considered by LAWA in assessing contractor submittals when adding such equipment during the course of construction, to help inform LAWA of the general availability or unavailability of the cleanest or next cleanest equipment. The truck and equipment types listed in Tables A and B of Measure 1q reflect a broad range of trucks/equipment considered to be feasible for use today, with certain requirements to utilize the cleanest trucks/equipment available. The construction contract agreement, which potential bidders (i.e., construction companies) would take into account when pricing their bids would be based on what is known to be commercially available today or what is reasonably foreseeable to be available during the course of construction. Requiring that the contractor respond to a technology review every two years over the next six years, with underlying requirement that the contractor utilize new, currently undefined, technologies in on-road trucks and off-road equipment is not feasible (i.e., it is speculative whether the application/use of currently undefined or speculatively technologies could be accomplished in a successful manner

during the course of project construction). The construction emission mitigation requirements under Mitigation Measure LAX-AQ-1 collectively achieve the same objective and similar emissions reductions as SCAQMD's proposed modification of LAX-AQ-1q, as revised in Chapter 3, Corrections and Additions to the Draft EIR. No edits to LAWA's obligations are required because LAWA's independent research encompasses "technology review," and "from time to time" provides more flexibility to respond to real-time technology changes than an inflexible two-year review schedule. Any potential requirement for a subsequent EIR would only be triggered by another discretionary action at some point in the future and does not affect the validity of the current Terminals 2 and 3 Modernization Project EIR. CEQA does not require a lead agency to prepare a subsequent EIR whenever new emissions reduction technology becomes feasible. Per CEQA (Public Resources Code Section 21166), preparation of a subsequent or supplemental EIR is required only if one or more of the following events occurs: a) substantial changes are proposed to the project which will require major revisions of the EIR; b) substantial changes occur with respect to the circumstances under which the project is being undertaken which will require major revisions in the EIR; c) new information, which was not known and could not be known at the time the EIR was certified as complete, becomes available.

[1] Periodic independent research and verification of the availability of equipment was originally included as part of Mitigation Measure LAX-AQ-1 as described in the Draft EIR; however, because it is an implementation detail, it was later determined more appropriate to include this requirement within the mitigation measure implementation specifics of the MMRP for the project, as documented in Chapter 3, Corrections and Additions to the Draft EIR – see Chapter 3, Corrections and Additions to the Draft EIR.

T2/3-AR00001-11

Comment: Enforceability

6. Mitigation Measure LAX-AQ-1q provides circumstances under which the on-road haul truck and off-road construction equipment requirements set forth in Air Quality Standard Control Measures 1o and 1p would not apply. CEQA requires that mitigation measures must be fully enforceable through permit conditions, agreements, or other legally binding instruments (Public Resources Code Section 21081.6 (b) and CEQA Guidelines Section 15126.4 (a)(2)). To ensure that the requirement set forth in Air Quality Standard Control Measures 1o and 1p are enforceable, the SCAQMD staff's recommended revisions to mitigation measure LAX-AQ-1q are below:

"1q: The on-road haul truck and off-road construction equipment requirements set forth in Air Quality Standard Control Measures 1o and 1p above shall apply unless any of the following circumstances exist and the Contractor provides a written finding consistent with project contract requirements and obtains written approval from the Lead Agency that: […]."

Response: LAWA is required to adopt a Mitigation Monitoring and Reporting Program to ensure that Mitigation Measure LAX-AQ-1q is implemented. (State CEQA Guidelines Section 15097(a).) For these reasons, Mitigation Measure LAX-AQ-1q is "fully enforceable." Additionally, LAWA is the Lead Agency for the proposed project and, as noted above, is responsible for ensuring that the mitigation measure is implemented; hence, it is not necessary to add the suggest language to obtain "written approval from the Lead Agency."

T2/3-AR00001-12

Comment: **Additional Mitigation Measures**

7. CEQA requires that all feasible mitigation measures that go beyond what is required by law to minimize any significant impacts. The SCAQMD staff recommends that the Lead Agency include in the Final EIR additional mitigation measures provided below to further reduce the significant adverse construction-related air quality impacts.

Response: The comment does not provide any evidence that the suggested additional mitigation measures would provide substantial additional reduction of significant construction-related air quality impacts beyond the reductions achieved by the Draft EIR's mitigation measures. Notwithstanding, please see Responses to Comments T2/3-AR00001-13 through T2/3-AR00001-34 below.

T2/3-AR00001-13

Comment: Construction Mitigation Measures

1) Include in all construction contracts the requirement to use 2010 and newer diesel haul trucks (e.g., material delivery trucks and soil import/export). In the event that that 2010 model year or newer diesel trucks cannot be obtained, provide documentation as information becomes available and use trucks that meet EPA 2007 model year NOx emissions requirements.

Response: As indicated on page 4.1-25 of the Draft EIR under Standard Control Measure (Mitigation Measure) LAX-AQ-1, measures 1e and 1o require the best available control technology to be used for all construction-related equipment, both on- and off- road. As indicated on pages 4.1-26 and 4.1-27 of the Draft EIR, measure 1q specifies the use of 2010 or newer diesel haul trucks. Measure 1q, in a manner similar to the commentor, details a "step-down" methodology to be followed if such equipment cannot be obtained, including the provision of documentation in the event a step-down in control is warranted. The effect of these requirements is to ensure that contractors have exercised due diligence in supplying the cleanest fleet available. (Draft EIR, p. 4.1-27.) These requirements will be included in the construction contract(s) for the project.

In summary, the Draft EIR already includes measures (measures 1e, 1o, and 1q of Standard Control Measure (Mitigation Measure) LAX-AQ-1), as revised in Chapter 3, Corrections and Additions to the Draft EIR) that are substantially equivalent to and achieve the same ends as the ones suggested by SCAQMD; therefore, no additional measures are required.

T2/3-AR00001-14

Comment: 2) Include in all construction contracts the requirement that all off-road diesel-powered construction equipment greater than 50 hp shall meet Tier 4 off-road emission standards at a minimum. In addition, if not already supplied with a factory-equipped diesel particulate filter, all construction equipment shall be outfitted with BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations. In addition, construction equipment shall incorporate, where feasible, emissions savings technology such as hybrid drives and specific fuel economy standards. In the event that any equipment required under this mitigation measure is not available, provide documentation as information becomes available. A copy of each unit's certified tier specification, BACT documentation, and CARB or SCAQMD operating permit at the time of mobilization of each applicable unit of

equipment shall be provided. Encourage construction contractors to apply for SCAQMD "SOON" funding incentives to help accelerate the clean-up of off-road diesel vehicles, such as heavy duty construction equipment.

Response: As indicated on page 4.1-25 of the Draft EIR under Standard Control Measure (Mitigation Measure) LAX-AQ-1, measure 1e requires the best available control technology to be used for all construction-related equipment, both on- and off- road. As indicated on pages 4.1-26 and 4.1-27 of the Draft EIR, measures 1p and 1q specify the use of Tier 4 (final) off-road equipment and, in a manner similar to the commentor, details a "step-down" methodology to be followed if such equipment cannot be obtained, including the provision of documentation in the event a step-down in control is warranted. LAWA will require through contract requirements that contractors provide to LAWA documentation as to the engine tier level for all construction equipment over 50 horsepower and, if equipped with best available control technologies (BACT), such as diesel particulate filters, the contractor is also required to provide to LAWA evidence that the subject BACT is CARB-certified. While LAWA will continue to encourage construction contractors to pursue SOON funding incentives, LAWA cannot make that a construction contract requirement (i.e., cannot require a contractor to participate in a voluntary funding incentive program). Moreover, encouraging contractors to seek SCAQMD "SOON" funding incentives does not actually mitigate an impact.

The mitigation measure includes specific emission Tiers (with Tier 4 being required if available). The mandatory Tier level sets the allowable emission rate that must be met. It would not be cost-effective for LAWA to mandate specific technologies (e.g., hybrid drives) to meet that allowable emission rate performance standard. That is the function of the equipment manufacturer, to design engines that meet the standards, so that contractors can then select equipment that complies with the mitigation measure.

In summary, the general types of measures suggested in this comment are already reflected in the Draft EIR Standard Control Measure (Mitigation Measure) LAX-AQ-1, as revised in Chapter 3, Corrections and Additions to the Draft EIR, or are otherwise implemented by LAWA as a standard practice on LAX construction projects; therefore, no additional measures are required.

T2/3-AR00001-15

Comment: 3) Enter into a contract that notifies all vendors and construction contractors that vehicle and construction equipment idling time will be limited to no longer than five minutes or another time-frame as allowed by the California Code of Regulations, Title 13 section 2485 - CARB's Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling. For any vehicle delivery that is expected to take longer than five minutes, each project applicant, project sponsor, or public agency will require the vehicle's operator to shut off the engine. Notify the vendors of these idling requirements at the time that the purchase order is issued and again when vehicles enter the gates of the facility. To further ensure that drivers understand the vehicle and construction equipment idling requirement, post signs at each facility entry gates stating idling longer than five minutes is not permitted.

Response: As indicated on page 4.1-25 of the Draft EIR, measure 1d of Standard Control Measure (Mitigation Measure) LAX-AQ-1 requires that idling in excess of five minutes be prohibited by diesel-fueled vehicles except in the case of safety-related or operational reasons, as defined by CARB or as approved by LAWA. As part of all construction contracts for the proposed project, LAWA will require that construction contractors comply with all applicable laws and regulations as well as the standard control measures adopted as part of the project. Therefore, the substance of this suggested measure is already included in the Draft EIR, and no additional measures regarding idling are required.

T2/3-AR00001-16

Comment: 4) Employ on-road heavy-duty diesel trucks or equipment with a gross vehicle weight rating (GVWR) of 19,500 pounds or greater that complies with EPA 2007 on-road emission standards for PM and NOx (0.01 gram per brake horsepower - hour (g/bhp-hr) and at least 0.2 g/bhp-hr, respectively).

Response: As indicated on page 4.1-25 of the Draft EIR, measure 1o of Standard Control Measure (Mitigation Measure) LAX-AQ-1 requires that vehicles of 14,001 pounds and higher be required to meet more strict requirements. In the event that such equipment is not obtainable, measure 1q on pages 4.1-26 and 4.1-27 of the Draft EIR (as revised in Chapter 3, Corrections and Additions to the Draft EIR) details a 'step-down' methodology to require the cleanest obtainable alternative. Therefore, no additional measures regarding on-road heavy-duty vehicles are required.

T2/3-AR00001-17

Comment: 5) Maintain vehicle and equipment maintenance records for the construction portion of the proposed project. All construction vehicles must be maintained in compliance with the manufacturer's recommended maintenance schedule. The Lead Agency will maintain their construction equipment and the construction contractor will be responsible for maintaining their equipment and maintenance records. All maintenance records for each facility and their construction contractor(s) will remain on-site for a period of at least two years from completion of construction.

Response: LAWA's standard construction contracts include, among the many requirements pertaining to reducing construction-related emissions, a requirement that contractors shall ensure that equipment is in proper working order so as to minimize harmful emissions. LAWA's Construction Inspection Division and on-site mitigation monitors have the authority to follow-up (and do so if the matter arises) with contractors if improperly operating equipment is observed on-site (i.e., observing excess black exhaust emissions from operating equipment, which is typically a sign of engine problems), through "job memos" (i.e., written warning to the contractor) and/or a "Notice of Non-Compliance" (i.e., formal notice of non-compliance with contract requirements). In light of the fact that there are several hundred construction vehicles and pieces of construction equipment in operation at LAX at any given time, with numerous vehicles and equipment being brought to the airport or taken away as each construction project begins and ends, it is not practical to require all contractors to provide maintenance records for their vehicles and equipment, which would need to also include such records from the equipment rental/leasing companies that the contractors use, and retain those records on-site for at least two years after completion of the projects, especially given that obtaining and storing maintenance records for any amount of time does not mitigate any air quality impact. LAWA's ability to observe construction vehicles and equipment being utilized on-site, and to note and address operational problems that occur at the time, is a more efficient and practical means to meet the intent of the recommended measure.

T2/3-AR00001-18

Comment: 6) Conduct a survey of the proposed project construction area(s) to assess whether the existing infrastructure can provide access to electricity, as available, within the facility or construction site, in order to operate electric on-site mobile equipment. For example, each project applicant, project sponsor, or public agency and/or their construction contractor(s) will assess the number of electrical welding receptacles available.

Construction areas within the facility or construction site where electricity is and is not available must be clearly identified on a site plan. The use of non-electric onsite mobile equipment shall be prohibited in areas of the facility that are shown to have access to electricity. The use of electric on-site mobile equipment within these identified areas of the facility or construction site will be allowed.

Include in all construction contracts the requirement that the use of non-electric on-site mobile equipment is prohibited in certain portions of the facility as identified on the site plan. Maintain records that indicate the location within the facility or construction site where all electric and non-electric on-site mobile equipment are operated, if at all, for a period of at least two years from completion of construction.

Response: As indicated on page 4.1-25 of the Draft EIR, measure 1j of Standard Control Measure (Mitigation Measure) LAX-AQ-1 requires that "Every effort shall be made to utilize grid-based electric power at any construction site, where feasible." This requirement to use grid-based power is similar to the commentor's suggestion and meets the basic intent of the suggestion, but allows for exception when necessary for safety or operational purposes. Because the requirement to use electric power where feasible is already included in Mitigation Measure LAX-AQ-1, no additional measures regarding electrical power use are required.

T2/3-AR00001-19

Comment: 7) Provide temporary traffic controls such as a flag person, during all phases of significant construction activity to maintain smooth traffic flow.

Response: As indicated in Section 4.8 on pages 4.4-40 through 4.4-42 of the Draft EIR, LAWA would implement Standard Control Measure LAX-ST-1, Construction Traffic Management Plan (CTMP) (as revised in Chapter 3, Corrections and Additions to the Draft EIR), which would serve to reduce congestion on area roadways during construction of the proposed project. The details of the CTMP would include provisions for temporary traffic controls, such as a flag person, where warranted. Thus, the suggested measure is essentially equal to the standard control measure included in the Draft EIR. It should be noted that primary construction access to and from the project site would be on the airside (i.e., in the airport operations area, where there is not public access/traffic), consequently the timing of, and controls for, construction traffic integrating with non-construction traffic would be closely coordinated to avoid any notable disruptions in airside traffic flows.

T2/3-AR00001-20

Comment: 8) Provide dedicated turn lanes for the movement of construction trucks and equipment on- and off-site.

Response: Primary truck access to and from the project site would occur on the airside (i.e., airport operations area) adjacent to the site, within which there is no public traffic and no need for dedicated left turn lanes. The truck haul routes proposed for project construction, which are shown in Figure 2-12 on page 2-21 of the Draft EIR, consist of improved highways/roadways that already have dedicated left turn lanes along the subject routes.

In addition, as discussed in Section 4.4.3.6 on page 4.4-15 of the Draft EIR, LAWA has established the Coordination and Logistic Management (CALM) Team, which provides means and mechanisms that have been deemed to be successful on prior projects to assist in maintaining traffic flows and minimizing disruptions during LAWA construction activities.

T2/3-AR00001-21

Comment: 9) Re-route construction trucks away from congested streets or sensitive receptor areas.

Response: The truck haul routes proposed for project construction, which are shown in Figure 2-12 on page 2-21 of the Draft EIR, were specifically selected to avoid project-related construction truck traffic on congested streets or near sensitive receptors around the airport.

Additionally, as indicated on pages 4.4-40 through 4.4-42 of the Draft EIR, LAWA would implement Standard Control Measure LAX-ST-1, Construction Traffic Management Plan (CTMP) (as revised in Chapter 3, Corrections and Additions to the Draft EIR), which includes the requirement that designated truck routes shall be limited to freeways and non-residential streets, away from sensitive receptors (see item d. Designated Truck Routes); those designated truck routes include the travel routes shown in Figure 2-12 of the Draft EIR. The CTMP that would be implemented for the proposed project, as well as CTMPs that are currently being/will be implemented for the other on-going and future projects at LAX, would reduce congestion on area roadways during construction.

T2/3-AR00001-22

Comment: 10) Coordinate with the local city to improve traffic flow by signal synchronization in the area near the construction site.

Response: LAWA maintains communication and coordination with the Los Angeles Department of Transportation and the transportation departments of other local jurisdictions around the airport regarding traffic signal timing and synchronization, as well as other measures to improve traffic flows in the local area, including areas that may be affected by project-related construction traffic.

T2/3-AR00001-23

Comment: 11) Ensure that drivers understand that traffic speeds on all unpaved roads will be limited to 15 mph or less. In addition, post signs on all unpaved roads indicating a speed limit of 15 mph or less.

Response: The T2/T3 Modernization Project site is completely paved, as are also the surrounding area and all of the site access and haul routes. No unpaved roads would be used by, or created by, project construction. Therefore, this measure is not applicable for the proposed project.

T2/3-AR00001-24

Comment: 12) Schedule construction activities that affect traffic flow on the arterial system to occur during off-peak hours to the greatest extent practicable.

Response: As indicated on page 4.1-25 of the Draft EIR, measure 1g of Standard Control Measure (Mitigation Measure) LAX-AQ-1 requires that to the extent feasible, construction employee commutes be scheduled as to occur on off-peak hours for the purposes of minimizing interference with roadway traffic. In addition, as indicated on pages 4.4-40 through 4.4-42 of the Draft EIR, LAWA would implement Standard Control Measure LAX-ST-1, Construction Traffic Management Plan (CTMP) (as revised in Chapter 3, Corrections and Additions to the Draft EIR), which includes the requirement that to the extent possible, truck deliveries of bulk materials such as aggregate, bulk cement, dirt, etc. to the project site, and hauling of material from the project site, shall be scheduled during off-peak hours to avoid the peak commuter traffic periods on designated haul routes (see item b. Designated Truck Delivery Hours). Therefore, the commentor's suggested measure is already

included in standard control measures that would be implemented during construction of the proposed project.

T2/3-AR00001-25

Comment: 13) If and when winds speeds exceed 25 mph, suspend all excavating and grading activities and shall record the date and time when the use of construction equipment associated with these construction activities are suspended. This log shall be maintained on-site for a period of at least two years from completion of construction.

Response: Potential dust emissions at the project site would be effectively controlled during construction through compliance with SCAQMD Rule 403, which includes the requirement for site watering at least three times per day, and implementation of Standard Control Measure (Mitigation Measure) LAX-AQ-1 (specifically measures 1a through 1c – see page 4.1-25 of the Draft EIR), along with LAWA standard construction contract requirements (i.e., Section 01 35 43 Dust Control Environmental Procedures of *LAWA Standards for the Construction Contract*,[1] which set forth dust control requirements such as site watering, Rule 403 compliance, covering of truck loads and freeboard requirements, and vehicle speed limits on unpaved areas) for dust control during construction. Stringent dust control during construction of the proposed project would not only occur relative to the protection of air quality, but also relative to avoiding potential damage to aircraft engines for airfield operations that would continue to occur at and around the T2/T3 area. Also, please note that the proposed project's PM10 and PM2.5 construction emissions would not exceed SCAQMD significance thresholds (Draft EIR Tables 4.1.1-6 and 4.1.1-8), and thus no mitigation measures are required (State CEQA Guidelines Section 15126.4(a)(3).) As such, potential dust impacts associated with the proposed project are sufficiently reduced and it is not necessary to add the measure suggested by the commentor.

[1] LAWA Design and Construction Handbook: LAWA Standards for the Construction Contract, Section 01 35 43 C., as found at http://www.lawa.org/uploadedFiles/LAXDev/DCH/Construction/LAWA%20Standards%20for%20the%20Construction%20Contract%20-%20Closeout%20Requirements%20July%202016.pdf. (Accessed on April 13, 3017).

T2/3-AR00001-26

Comment: 14) If and when any first stage smog alert occurs, record the date and time of each alert, suspend all construction activities that generate emissions, and record the date and time when the use of construction equipment and construction activities are suspended. This log shall be maintained on-site for a period of at least two years from completion of construction.

Response: A first stage smog alert has not occurred within the South Coast Air Basin for almost 30 years, the last one being in 1988. As such, the addition of this requirement as a mitigation measure is not warranted.

T2/3-AR00001-27

Comment: 15) Coordinate with the construction contractor to site parking areas to minimize interference with roadway traffic.

Response: The general vicinity of the proposed construction employee parking area is shown on Figure 4.4-1 of the Draft EIR. As indicated on pages 4.4-41 and 4.4-42 of the Draft EIR LAWA would implement Standard Control Measure LAX-ST-1 item g, as revised in Chapter 3, Corrections and Additions to the Draft EIR, which states that if parking for construction employees is not located on, or in proximity to, the work site, shuttle buses shall be used to transport employees to and from the construction areas. This measure would minimize interference to roadway traffic.

T2/3-AR00001-28

Comment: 16) Evaluate the use of alternate fuels for on-site mobile construction equipment prior to the commencement of construction activities, provided that suitable equipment is available for the activity. Equipment vendors shall be contacted to determine the commercial availability of alternate-fueled construction equipment. Priority should be given during the bidding process for contractors committing to use alternate-fueled construction equipment.

Response: As indicated on page 4.1-28 of the Draft EIR, Mitigation Measure MM-AQ (T2/T3)-1 requires that all construction contractors be required to utilize renewable diesel fuel for at least 90 percent of diesel fuel demand, which provides for pollutant emissions reductions. Therefore, the project's mitigation measure, Mitigation Measure MM-AQ (T2/T3)-1, effectively provides for alternative fuels, which meets the basic intent of the commentor's suggested measure; no additional measures regarding alternative fuels are required.

T2/3-AR00001-29

Comment: 17) Include in all construction contracts the requirement to cover all haul trucks delivering or hauling away dirt, sand, soil, or other loose materials.

Response: As part of Contingency Control Measure for Large Operations 1E from SCAQMD Rule 403, this is already required. As part of all construction contracts for the proposed project, LAWA will require that construction contractors comply with all applicable laws and regulations, including SCAQMD Rule 403. No additional measures regarding covering of haul trucks are required.

T2/3-AR00001-30

Comment: 18) Require the construction contractor to install and use wheel washers where vehicles enter and exit the construction site onto paved roads or wash off trucks and any equipment leaving the site for each trip to prevent drag-out.

Response: The suggested measure is not directly applicable as it is designed for construction sites which are not paved; the construction site of the proposed project is a paved area. SCAQMD Rule 403 requires in measure (d)(5) that either wheel washing or paving of the surface would be appropriate mitigation to reduce drag-out while importing and exporting soil. As indicated on page 4.1-25 of the Draft EIR, measure 1c of Standard Control Measure (Mitigation Measure) LAX-AQ-1 requires that all paving be completed as soon as practical to support the mitigation of drag-out. No additional measures regarding drag-out are required.

T2/3-AR00001-31

Comment: 19) Require the construction contractor to apply non-toxic soil stabilizers according to manufacturers' specifications to all inactive construction areas (e.g., previously graded areas inactive for ten days or more).

Response: As indicated on page 4.1-25 of the Draft EIR, measure 1b of Standard Control Measure (Mitigation Measure) LAX-AQ-1 requires that contractors demonstrate that all ground surfaces of the project be covered or treated sufficiently to minimize fugitive dust emissions. This measure encompasses the commentor's suggestion with no revisions needed. No additional measures regarding soil stabilizers are required.

T2/3-AR00001-32

Comment: 20) Require the construction contractor to replace ground cover in disturbed areas as quickly as possible to minimize dust.

Response: As indicated on page 4.1-25 of the Draft EIR, measure 1b of Standard Control Measure (Mitigation Measure) LAX-AQ-1 requires that contractors demonstrate that all ground surfaces of the project be covered or treated sufficiently to minimize fugitive dust emissions. Measure 1c on the same page requires that any paving activities be performed as quickly as practical and that areas of the construction site to undergo grading be mitigated as soon as practical after grading. These measures encompass the commentor's suggestion and no additional measures regarding ground cover are required.

T2/3-AR00001-33

Comment: 21) Require the construction contractor to pave road and road shoulders.

Response: Although the construction site is already a paved area, as indicated on page 4.1-25 of the Draft EIR, measure 1c of Standard Control Measure (Mitigation Measure) LAX-AQ-1 requires that any paving be completed as quickly as practical. Measure 1c, combined with the state of the project site, mean that the commentor's suggestion is not applicable to the proposed project. No additional measures regarding paving are required.

T2/3-AR00001-34

Comment: 22) Require the construction contractor to sweep streets at the end of the day using SCAQMD Rule 1186 and 1186.1 compliant sweepers if visible soil is carried onto adjacent public paved roads. In the event that water sweepers are used, recommend the use of reclaimed water by construction contractor.

Response: The project site is located on the airport operations area (AOA), which is well removed from public paved roads and it is not anticipated that project construction-related soils would be carried onto any such roads. Notwithstanding, project construction would include sweeping around the project site, especially at the location(s) where construction vehicles exit the site and move onto the AOA in the vicinity of where aircraft currently operate. LAWA's standard construction contract requirements include the requirement that sweepers be alternative fuel powered (typically compressed natural gas/liquefied natural gas [CNG/LNG]), which is compliant with SCAQMD Rules 1186 and 1186.1. Construction projects are required to use reclaimed water, as feasible, for dust control, which would include in sweepers. Therefore, no additional mitigation measures regarding street sweeping are required.

T2/3-AL00001 Wolff, Osa L Shute, Mihaly & Weinberger LLP (City of El Segundo) 4/10/2017

T2/3-AL00001-1

Comment: On behalf of the City of El Segundo ("El Segundo"), we submit the following comments on the Draft Environmental Impact Report ("DEIR") for the Los Angeles International Airport ("LAX") Terminals 2 and 3 Modernization Project (the "Project"). As Los Angeles World Airports ("LAWA") is aware, El Segundo has been closely monitoring plans for, and implementation of, development at LAX, including this Project. El Segundo has already expressed its deep concern about LAWA's approach of assuming, without evidence, that

renovating and expanding LAX facilities *never* influences growth in passenger traffic or aircraft operations—or the environmental impacts this growth would cause—because all future increase in traffic is allegedly inevitable regardless of any physical change to the airport. Not surprisingly, LAWA has again relied on this approach for this Project, just as it relied on it for the LAX Landside Access Modernization Program ("LAMP").[1]

Like LAMP, this Project is enormous: among other things, it would *double* the square footage of Terminals 2 and 3, widen Terminal 3 by 90 feet (45 feet on each side), and demolish and reconstruct parts of both concourses and associated passenger and baggage facilities. This work would take nearly 6.5 years, necessitating around-the-clock shifts for most of the time, and requiring disturbance of approximately 1.5 million square feet (including 134,400 cubic yards of cut-and-fill). Yet, despite the Project's scale, including the addition of up to 3 new passenger gate positions, LAWA categorically denies it could have *any* influence on the number of aircraft operations in and out of the airport, or on LAX's ability to accommodate over 95 million annual passengers ("MAP") by 2040.[2]

With this Project, like with LAMP, LAWA appears determined to avoid complying with the California Environmental Quality Act ("CEQA") by disowning any responsibility for the significant noise, air quality, climate change, and other environmental impacts of airport development, instead claiming that impacts from increased growth would occur anyway even with *current* facilities at LAX. For the reasons discussed herein, this approach is fundamentally flawed. Thus, the DEIR must analyze the full scope of the Project's environmental effects, including the impacts of increasing the total number of passenger gate positions, regardless of whether there is no net change to "linear frontage" or apron area at Terminals 2 or 3.

[1] The Board of Airport Commissioners approved the LAMP on March 2, 2017. El Segundo has appealed BOAC's certification of the Final EIR and associated approvals to the LA City Council.

[2] In its most recent (2040) Regional Transportation Plan ("RTP"), the Southern California Association of Governments ("SCAG") forecasted 96.6 MAP as the maximum passenger capacity for LAX in the year 2040. *See* SCAG 2040 RTP Aviation Appendix (attached as Exhibit A). Before LAWA released the LAMP DEIR (which relied on the RTP's passenger growth forecast to avoid responsibility for, and thus analysis of, the LAMP's growth-inducing effects), El Segundo filed suit against SCAG, challenging its environmental analysis for the RTP's passenger growth forecast for LAX under CEQA. After reaching settlement of its claims with SCAG, El Segundo dismissed its lawsuit.

Response: Comment T2/3-AL00001-1 contains a series of introductory paragraphs to the comments contained in the letter.

In the second sentence, the commentor asserts that LAWA assumed in the Draft EIR that "renovating and expanding LAX facilities *never* influences growth in passenger traffic or aircraft operations (…) because all future increase in traffic is allegedly inevitable regardless of physical changes to the airport." This statement is incorrect. As discussed in Section 2.1 of the Draft EIR, the proposed project is a terminal improvement project aimed at renovating Terminals 2 and 3. The proposed project's potential effects on demand for air travel were appropriately described in Section 2.6 of the Draft EIR. The proposed project would not, however, affect or change any components, including the runways, taxiways, or aircraft arrival and departure procedures, all of which could, in some circumstances, entail changes in the number of operations that LAX can accommodate.[1]

In the first and second sentences of the second paragraph, the commentor summarizes the proposed project. Similar to the commentor's statement above, the commentor asserts that LAWA denies the fact that the proposed project could have "any influence on the

number of aircraft operations in and out of the airport, or on LAX's ability to accommodate over 95 million annual passengers by 2040."[2] As required under CEQA, the proposed project's potential effects on demand for air travel and aircraft operations were appropriately analyzed in Section 2.6 of the Draft EIR. As discussed in Section 2.6 on page 2-27 of the Draft EIR, the operations discussion appropriately concluded that increases or decreases in operations and passenger volumes would occur with or without the proposed project improvements, and thus would not be the result of the proposed project improvements. See additional discussion in the following responses to comments.

The T2/T3 Modernization Project EIR was prepared in compliance with CEQA (Pub. Res. Code Sections 21000 et seq.) and the State CEQA Guidelines (14 Cal. Code Regs. Sections 15000 et seq.). The EIR identifies, analyzes, and evaluates impacts on the environment and feasible mitigation measures and project alternatives by which the significant impacts of the project can be avoided or substantially reduced. As stated in Section 2.3, Project Objectives, of the Draft EIR, the underlying purposes of improvements to the facilities of T2 and T3 are to provide improved security, passenger experience, operations, convenience, and quality of service. The specific objectives of the proposed project are to:

- Meet Transportation Security Administration (TSA) and U.S. Customs and Border Protection (CBP) requirements for security and customs screening and provide flexible space for next generation passenger and baggage security screening functions to improve safety and security;
- Modernize and revitalize existing T2 and T3 in order to improve passenger level of service and amenities within the terminals and improve building systems, as has been previously done for other terminals within the CTA;
- Coordinate improvements to the aircraft apron areas (e.g., aircraft parking positions, passenger boarding bridge locations, aircraft fueling system hydrant locations, ground support equipment parking locations) at T2 and T3 to be compatible with proposed changes to the T2 and T3 buildings and anticipated airline fleets and uses;
- Enhance the interior and exterior of the terminals to benefit the overall appearance of the CTA;
- Provide a secure connector between T2 and T3 to allow passengers to connect from one terminal to the other without having to exit to the non-secure side of the terminal, and only go through security once; and
- Provide for improvements within each terminal (T2 and T3) that are common to the functions and operations of both terminals and therefore can be shared between terminals, which, in turn, would improve operational efficiency and flexibility, as well as enhance the quality of customer service by reducing redundancies in passenger and baggage processing by providing facilities that support multiple terminals, when feasible.

While the proposed project would reconfigure the existing gate positions and allow up to 27 gate positions, it is not anticipated that this would increase operations, as explained in Section 2.6 of the Draft EIR.

Also, relative to the Draft EIR's indication that the proposed terminal improvements, including additional floor area and allowance of up to 27 gate positions, would not increase aircraft and passenger activity levels beyond what would occur with or without the project, LAWA's position on this point is supported by case law, as set forth in *City of Los Angeles v. Federal Aviation Administration*, Burbank Glendale Pasadena Airport Authority, Respondent-Intervenor. City of Burbank v. Federal Aviation Administration, Burbank Glendale Pasadena Airport Authority, Respondent-Intervenor, 138 F.3d 806 (9th Cir. 1998). In that case, the Burbank Glendale Pasadena Airport Authority proposed to relocate

and double the size of the existing terminal at Burbank Airport. Similar to the allegations currently being made by the City of El Segundo regarding the LAX Terminals 2 and 3 Modernization Project, petitioners challenging the approval of the Burbank Airport terminal improvement projects claimed that such improvements would cause significantly increased demand at the airport, the environmental impacts of which were not addressed in the Environmental Impact Statement (EIS) prepared by the Federal Aviation Administration (FAA) for the project. The EIS projected, however, that passenger demand for the Burbank Airport would grow rapidly regardless of whether the project is completed; terminal expansion will barely affect usage. The Court agreed with the FAA's explanation that the number of enplanements per year at Burbank Airport will grow from 1.7 million in 1990 to 5 million in 2010 whether or not the new terminal is built; demand for an airport "depends much more on location, runways and ticket prices than on how nifty the terminal is. Even the number of gates, within limits, has little effect, so long as the planes can land. If they can't park next to the terminal, they park farther away and passengers willingly bus back and forth." The FAA's position on this was further supported with studies of other airports and its accumulated experience nationwide.

[1] Similar discussion was included in the responses to comments to the commentor's letter on the Landside Access Modernization Program (LAMP) Draft EIR, which the commentor has referenced in the first paragraph of Comment T2/3-AL00001-1. The footnote #1 included in the commentor's letter discusses the commentor's appeals regarding the certification of the LAX Landside Access Modernization Program Final EIR. This footnote does not however include any information or comment related to the proposed project or its impacts.

[2] The footnote #2 included in the commentor's letter discusses the 2040 Regional Transportation Plan (RTP) prepared by the Southern California Association of Governments (SCAG) and the commentor's litigation of the RTP. This footnote does not however include any information or comment related to the proposed project or its impacts.

T2/3-AL00001-2

Comment: This letter explains El Segundo's concerns about the Project and identifies specific impacts that LAWA should carefully evaluate as part of an informative and comprehensive EIR.[3]

[3] El Segundo furthermore requests that LAWA keep the public comment period open until LAWA responds to El Segundo's request under the Public Records Act for records relating to the addition of passenger gates at Terminals 2 and 3. *See* Exhibit B. Please make any records responsive to this request part of the administrative record for the Project.

Response: Please see Responses to Comments T2/3-AL00001-3 through T2/3-AL00001-53 below regarding responses to the issues raised by the commentor, and the adequacy of the analysis in the LAX Terminals 2 and 3 Modernization Project Draft EIR. Regarding the request to keep the public comment period open until LAWA responds to the City of El Segundo's request under the Public Records Act, no response is required under CEQA because the comment does not raise any significant environmental issues or address the adequacy of the environmental analysis included in the LAX Terminals 2 and 3 Modernization Project Draft EIR (Public Resources Code Section 21091(d); State CEQA Guidelines Sections 15088(c), 15204(a)). LAWA has and is continuing to respond to the City of El Segundo's Public Records Act requests. Regarding the request to make any records responsive to the commentor's Public Records Act request part of the administrative record for the project, the contents of the CEQA administrative record are governed by Public Resources Code section 21167.6(e). The administrative record for the proposed project will include all items listed therein.

T2/3-AL00001-3

Comment: **I. The DEIR's Description of the Project and Environmental Setting are Inaccurate and Misleading.**

A. The Project Description Misidentifies the Operative Constraint on Existing Aircraft Operations, Which the Project Would Remove.

Throughout the DEIR, LAWA claims that the Project's doubling of the existing square footage of Terminals 2 and 3 is merely to enhance the "passenger experience" and comply with security and screening regulations, and would not allow LAX to process more passengers than would be possible without the Project. *See, e.g.,* DEIR at 2-27 ("[T]he proposed improvements to, and additional floor area proposed for, T2 and T3 would also not increase operations or passenger volumes beyond what would occur without the project."). This is a bare assertion unsupported by evidence.[4] El Segundo has already explained at length in its comments on the LAMP DEIR and FEIR why LAWA cannot assume, without evidence, that major airport renovations—whether doubling the size of two passenger terminals with this Project, or relieving ground access constraints in the case of LAMP—would not help LAX to meet demand that it otherwise would be unable to meet. In order for LAWA not to analyze the effect of the Project on increased passenger and aircraft operations at LAX, the DEIR must demonstrate that LAX could accommodate SCAG's maximum forecasted capacity even without any changes to the airport before 2040 (including the Project). *See* El Segundo's comments on the LAMP DEIR at 2-5, attached as Exhibit C; El Segundo's comments on the LAMP FEIR at 1-4, attached as Exhibit D. El Segundo's comments on the Terminals 2 and 3 Modernization Project hereby incorporate by reference these comments on the LAMP DEIR and FEIR, including all attachments and exhibits thereto.

Here, LAWA also claims that the addition of up to 3 new passenger gate positions at Terminals 2 and 3 is simply to be "compatible" with other changes to the terminals and "anticipated airline fleets and uses," and would have no influence on the number of aircraft operations because the Project would not increase the "linear frontage" or apron depth at these terminals. *See, e.g.,* DEIR at 2-24 ("Improvements to the aircraft apron areas also include reconfiguration of passenger boarding bridge locations, aircraft fueling system hydrant locations, and ground support equipment parking locations at T2 and T3 to be compatible with proposed changes to the T2/T3 buildings and anticipated airline fleets and uses.") Thus, LAWA claims, the additional passenger gates and any associated change in aircraft operations would not occur as a "result" of the Project. As discussed further below, this claim is incorrect as a matter of CEQA case law, including the state supreme court's decision in *Communities for a Better Environment v. South Coast Air Quality Management District*.

LAWA's own shifting descriptions of, and attempts to justify, the Project's addition of passenger gate positions belies this rationale. LAWA initially suggests that the Project *incidentally* would "allow for the reconfiguring of the passenger gate positions and aircraft-parking layout around T2 and T3 to match aircraft fleet requirements, which could result in there being additional passenger gate positions (increasing the total gates at T2 and T3 from 24 to 27 passenger gate positions)." *See* DEIR at 2-2; *id.* at 2-24. The statement that adding gates would enable LAWA to "match aircraft fleet requirements" implies that the current passenger gate configuration prevents a more efficient use of gates.[5] *See id.* at 2-27 ("Because of gate dependencies not all aircraft parking positions can be simultaneously used to *maximum capacity*."). Thus, the Project's reconfiguration of gate positions, within existing linear frontage and apron depth constraints, would free up positions that aircraft are presently prevented from using most efficiently. *See id.* ("Airlines operating at T2 and

T3 have the ability to re-gauge . . . or rearrange the aircraft parking configurations around each terminal within the constraint of the existing passenger terminal apron areas and parking limit lines."). Ultimately, LAWA admits that the reconfiguration of gates is about enabling the airport to *meet demand*, stating that "airlines configure aircraft parking positions to best match their aircraft fleet and provide the greatest flexibility throughout the day to meet their demand." *Id.* at 2-25. In other words, without the Project, the airlines either could not serve demand as efficiently or possibly, in some cases, at all; for instance, if airlines are unable to operate flights at certain times of day due to "dependencies."

Thus, the project description mischaracterizes the operative "constraint" on aircraft operations. It is not, as LAWA claims, the "linear frontage" and apron depth, both of which may well be unaffected by the Project. The actual constraint is "dependencies" and the resulting lack of "flexibility throughout the day to meet [] demand," both of which LAWA admits would be alleviated by the Project. This undercuts LAWA's basic premise that LAX would be able to meet passenger demand regardless of the Project. LAWA therefore must analyze the increase in aircraft operations that would be enabled by the Project, and the environmental impacts of the increase in operations, including the cumulative operational impacts of the addition of other gates LAWA has indicated it plans to construct. *See* Exhibit B at 32.

[4] Furthermore, as a practical matter, it would not make sense for LAWA to *double* the square footage of the two terminals unless to allow greater throughput of passengers. LAWA's claim that the twofold increase in terminal size is simply to make travel more "convenient" does not hold water.

[5] The DEIR says nothing about so-called "fleet requirements," any limitation they impose on current aircraft operations at Terminals 2 and 3, and how the Project would help "match" passenger gate layout with these fleet requirements. This information is necessary for a full description of existing conditions and the impact of the Project on aircraft operations. Pursuant to the California Public Records Act, please provide and include as part of the administrative record all documents related to "fleet requirements" as this term is used in the DEIR, including any "requirement" (whether of a legal nature or otherwise) that LAWA add gate positions to "match" or comply with anticipated airline "fleets or uses."

Response: Comment T2/3-AL00001-3 includes a series of paragraphs provided by the commentor under the following heading: "A. The Project Description Misidentifies the Operative Constraint on Existing Aircraft Operations, Which the Project Would Remove."

In the first paragraph, the commentor discusses the relationship between potential increase in demand for air travel and the proposed project while referencing the LAX Landside Access Modernization Program and its environmental documents (Draft and Final Environmental Impact Reports). The scope and nature of the proposed T2/T3 Modernization Project and the LAX Landside Access Modernization Program are inherently, and substantially, different. As discussed in Section 2.1 of the Draft EIR, the proposed project is a terminal improvement project aimed at renovating Terminals 2 and 3, within the limited confines of existing passenger terminal apron areas. As such, the proposed project focuses on airside terminal facilities. By contrast, the LAX Landside Access Modernization Program improvements are aimed at improving access to LAX and relieving congestion on airport and surrounding roadways, including a series of planned off-airport facilities.[1] As such, the LAX Landside Access Modernization Program improvements relate to off-airport landside improvements with substantially different relationships to aircraft operations than the proposed project's terminal improvements.

The commentor states that "LAWA cannot assume, without evidence, that major airport renovations (...) would not help LAX to meet demand that it otherwise would be unable to meet." Since 2010, demand for air travel at Terminals 2 and 3 has fluctuated, as presented

in **Table 1** below. Passenger volumes have increased at a compounded annual growth rate (CAGR) of 3.3 percent at Terminal 2 and 7.9 percent at Terminal 3, even though no changes to the footprints or gate layouts of Terminals 2 and 3 were made over that period of 2010 to 2016. Therefore, LAX has been able to meet increased demand for air travel within its existing facilities, although as activity increases, the passenger level of service within those facilities can decrease. For instance, Terminal 3 accommodated approximately 1.5 million more passengers in 2016 than in 2015 within the same Terminal 3 facilities. Improving level of service and customer experience is at the core of the proposed project objectives presented in Section 1.1 of the Draft EIR. See also Topical Response TR-T2/3-1.

Table 1:
Historical Numbers of Passengers at Terminals 2 and 3 and Associated Growth Rates

	Terminal 2		Terminal 3	
	Annual Passengers	**Year-to-Year Growth Rate**	**Annual Passengers**	**Year-to-Year Growth Rate**
2010	4,788,086	-	5,098,623	-
2011	5,190,494	8.4%	6,715,276	31.7%
2012	5,293,361	2.0%	5,053,323	-24.7%
2013	5,528,872	4.4%	5,281,844	4.5%
2014	5,525,354	-0.1%	7,273,856	37.7%
2015	5,162,281	-6.6%	6,503,041	-10.6%
2016	5,830,480	12.9%	8,041,942	23.7%
		2010-2016 CAGR: 3.3%		2010-2016 CAGR: 7.9%

Note: CAGR = Compounded Annual Growth Rate
Source: Los Angeles World Airports, Passenger Traffic Comparison by Terminal reports, available at: http://www.lawa.org/LAXStatistics.aspx (accessed May 21, 2017).

The commentor also states that the Draft EIR "must demonstrate that LAX could accommodate SCAG's maximum forecasted capacity even without any changes to the airport before 2040".[2] As part of the Southern California Association of Governments 2016-2040 Regional Transportation Plan (SCAG RTP), SCAG developed forecasts of aviation activity for airports located within the Southern California region, including LAX.[3] The SCAG RTP noted the air passenger demand handled by each airport in the region depends on passengers' choices regarding which airport to use, as well as physical capacity and policy constraints that may limit an airport's ability to accommodate the demand.[4] Four of the commercial service airports in the SCAG region, including LAX, were recognized by SCAG as having physical or policy capacity constraints that may limit their ability to accommodate increases in demand. Thus, the SCAG RTP analyzed the capacity constraints of the existing LAX airfield (runway and taxiway system) including approved runway safety area (RSA) improvements, as well as existing terminals.[5] SCAG's analysis of airfield and terminal capacity was based on the published plans as described in the LAX Specific Plan Amendment Study (SPAS) and the LAX Master Plan. The SCAG RTP Aviation and Airport Ground Access Appendix states:

> "The LAX Master Plan and SPAS include a limit of a total of 153 gates at all terminals at LAX. However, in different scenarios, some gates may be designed for different airplane design group classifications. In addition, gates that are used for larger design groups will be able to handle fewer arrivals and departures each day. Therefore, a variety of terminal configurations were analyzed that varied with regard to their assumptions

> about the distribution of gate designs. The resulting estimates of the overall terminal capacity range from 85 to 104 MAP." [6]

Thus, SCAG, conducting an independent analysis of the terminal capacity at LAX, determined that LAX could accommodate between 85 and 104 MAP. It must be noted that the Draft EIR focused on analyzing the proposed project improvements. As such, the Draft EIR impact analyses focused on the baseline conditions (August 2016) and future conditions (horizon year of 2023) of the proposed project. There is no requirement for the Draft EIR to analyze airport activity and demand for air travel beyond its horizon year of 2023.

Please note that there was a typographical error on page 2-24 of the Draft EIR which has been corrected as follows (see Chapter 3, Corrections and Additions to the Draft EIR): "The reconfiguration of existing passenger gate positions to match current aircraft fleet requirements would result in additional gate positions (increasing the total gates at T2 and T3 from ~~24~~ *23* to 27 passenger gate positions). It should be noted that as both the baseline and proposed project are correctly identified as 27 passenger aircraft gates, this typographical error does not affect the results of the analyses presented in the Draft EIR.

In the second paragraph, the commentor states: "LAWA claims, the additional passenger gates and any associated change in aircraft operations would not occur as a "result" of the Project." First, additional passenger gate positions would occur as a result of the proposed project as discussed in the Draft EIR in Section 1.2 on page 1-2: "Reconfiguring existing passenger gate positions within the existing terminal linear frontage for a total of 27 passenger gate positions at T2/T3". Second, as concluded in Section 2.6 on page 2-27 of the Draft EIR, increases or decreases in operations and passenger volumes would occur with or without the proposed project improvements. See Item #7 in Topical Response TR-T2/3-1 which provides additional evidence that demand for 24 passenger gate positions (and the ability to accommodate this demand) already existed in August 2016, and that demand for 28 passenger gate positions is expected in August 2017, regardless of the proposed project improvements.

In the third paragraph, the commentor discusses "shifting descriptions of, and attempts to justify, the Project's addition of passenger gate positions" and uses the term "incidentally". Contrary to the commentor's statement, there was no shifting or anything incidental in the justification of the proposed project. As discussed above, the Draft EIR explains that the future reconfiguration of the existing passenger gate positions could result in a total of 27 future passenger gate positions at Terminals 2 and 3 (see Section 1.2 on page 1-2 of the Draft EIR). The Draft EIR also explains that airlines operating at Terminals 2 and 3 under the baseline conditions in August 2016 had the ability to change the sizes (or re-gauge) and modify the passenger gate position arrangement if they wished to do so (see Section 2.6 on page 2-27 of the Draft EIR).

The commentor also states: "The statement that adding gates would enable LAWA to "match aircraft fleet requirements" implies that the current passenger gate configuration prevents a more efficient use of gates." This is incorrect. First, LAWA itself does not "match aircraft fleet requirements". As discussed in Section 2.6 on page 2.25 of the Draft EIR, "airlines configure aircraft parking positions to best match their aircraft fleet and provide the greatest flexibility throughout the day to meet their demand." These decisions are made solely by the airlines, not by LAWA. See Item #6 in Topical Response TR-T2/3-1 for a discussion of the factors influencing gate layouts and gate dependencies. Second, there is no evidence that the terminal gate layouts of Terminals 2 and 3 under the proposed project baseline conditions in August 2016 did not allow efficient use of gates. It is assumed that airlines would seek to operate efficiently throughout the day at any airport by maximizing the use of the passenger gate positions available to them, as discussed in Item #8 in Topical Response TR-T2/3-1.

In footnote #5, the commentor requests information regarding fleet requirements. See Item #6 in Topical Response TR-T2/3-1 and Attachment 3.e. in Attachment 3 of this Final EIR for the fleet mix of airlines operating at Terminals 2 and 3 under the baseline conditions in August 2016.

The commentor also states: "Thus, the Project's reconfiguration of gate positions, within existing linear frontage and apron depth constraints, would free up positions that aircraft are presently prevented from using most efficiently." This is incorrect. See Figure A in Item #6 in Topical Response TR-T2/3-1 for an illustration of the Terminals 2 and 3 gate layouts assumed under the baseline conditions in August 2016. As depicted, the passenger terminal apron areas around Terminals 2 and 3 were intensively used for aircraft parking and other essential activities and operations discussed in Item #2 in Topical Response TR-T2/3-1. Contrary to assertions by the commentor, there are no opportunities to "free up positions" or to use areas of the passenger terminal aprons not already dedicated to aircraft operations under the baseline conditions of the proposed project. See also Item #3 in Topical Response TR-T2/3-1 for discussion of the fundamental spatial relationship between the area of a terminal passenger apron, the terminal building footprint, and the size of gate parking positions.

The commentor's statement that "LAWA admits that the reconfiguration of gates is about enabling the airport to *meet demand*" is erroneous. The Draft EIR stated: "These airlines configure aircraft parking positions to best match their aircraft fleet and provide the greatest flexibility throughout the day to meet their demand" (Section 2.6 on page 2-25 of the Draft EIR). This statement was made in the context of describing the gate layouts at Terminals 2 and 3 depicted on Figure 2-13 of the Draft EIR and the fact that airlines determine the appropriate gate gauges based upon their existing fleet requirements. This practice exists today and would continue after implementation of the proposed project. See Item #6 in Topical Response TR-T2/3-1 for a discussion of the factors influencing gate layouts and gate dependencies.

The commentor then states: "In other words, without the Project, the airlines either could not serve demand as efficiently or possibly, in some cases, at all". There is no evidence that demand at LAX has been unserved. Per the discussion above, facilities at Terminals 2 and 3 have been able to meet varying demand over the last six years.

In the fourth paragraph, the commentor states that LAWA "mischaracterizes the operative "constraint" on airport operations" as being the linear frontage and apron depth. The commentor also states that "dependencies and the resulting lack of flexibility throughout the day to meet demand" is the real operative constraint. See Item #6 in Topical Response TR-T2/3-1 for a discussion of the factors influencing gate layouts and gate dependencies. As discussed, gate dependencies exist as a result of the constrained available passenger terminal apron areas. In addition, gate dependencies would continue to exist under the proposed project conditions. Therefore, contrary to the commentor's statement, LAWA, in the Draft EIR and the responses to comments on the Draft EIR provided in this Final EIR, does not misidentify the operative constraint on airport operations and the proposed project would not remove gate dependencies.

To conclude, the commentor's main assertion that "[t[he Project Description Misidentifies the Operative Constraint on Existing Aircraft Operations, Which the Project Would Remove" is incorrect. The operative constraint on aircraft operations is the constrained available passenger terminal apron areas, which in turn, results in gate dependencies for larger aircraft. There would be no need for gate dependencies if there were no limitations to the passenger terminal apron areas. Additionally, the proposed project would not "remove" gate dependencies, and thus would not remove the existing constraints on available passenger terminal apron areas.

[1] City of Los Angeles, Los Angeles World Airports, Draft Environmental Impact Report for Los Angeles International Airport (LAX) Landside Access Modernization Program, September 2016, Section 2.2 on p. 2-7.

[2] On November 15, 2016 and December 2, 2016, the City of El Segundo submitted comment letters on the LAX Landside Access Modernization Program (LAMP) Draft EIR (written on behalf of the City of El Segundo by Shute, Mihaly & Weinberger). In accordance with State CEQA Guidelines § 15088, LAWA prepared written responses to all comments received on the LAX LAMP Draft EIR during the public review period, including the City of El Segundo's November 15, 2016 and December 2, 2016 letters, identified in the LAX LAMP Final EIR as LAMP-AL00008 and LAMP-AL00012, respectively. More specifically, LAWA provided a response to the comment related to passenger volumes submitted by the City of El Segundo on pages 2 through 5 of their November 15, 2016 comment letter on the LAX LAMP Draft EIR in Response to Comment LAMP-AL00008-4. All of LAWA's written responses on the LAX LAMP Draft EIR are thorough, detailed, and provide good faith, reasoned analyses and are hereby incorporated by reference as part of this Final EIR for the LAX Terminals 2 and 3 Modernization Project. The responses to comment on the LAX LAMP Draft EIR are included in Volume 11 of the LAX LAMP Final EIR available on LAWA's website at http://connectinglax.com/informed.html#EnvironmentContent. The LAX LAMP Final EIR was also included as part of Exhibit O provided by the City of El Segundo via CD as part of their April 10, 2017 comments on the LAX Terminals 2 and 3 Modernization Project Draft EIR (refer to Comment T2/3-AL00001-37 below). Additionally, on March 1, 2017, the City of El Segundo submitted a comment letter on the LAX LAMP Final EIR (written on behalf of the City of El Segundo by Shute, Mihaly & Weinberger). Although not required by CEQA, LAWA prepared written responses to all comments received on the LAX LAMP Final EIR included in the City of El Segundo's March 1, 2017 letter (see Attachment D of the LAWA Staff Report on the LAX LAMP Final EIR, which is available online at: http://clkrep.lacity.org/onlinedocs/2017/17-0276-S1%20%20_misc_05-15-2017.pdf). More specifically, LAWA provided a response to the comment related to passenger volumes submitted by the City of El Segundo on pages 1 through 4 of their March 1, 2017 comment letter on the LAX LAMP Final EIR in Response to Comment LAMP-F-AL00001-2. All of LAWA's written responses to the City of El Segundo's March 1, 2017 comments on the LAX LAMP Final EIR are thorough, detailed, and provide good faith, reasoned analyses and are hereby incorporated by reference as part of this Final EIR for the LAX Terminals 2 and 3 Modernization Project.

[3] Southern California Association of Governments, Final 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy: A Plan for Mobility, Accessibility, Sustainability and a High Quality of Life, Adopted April 7, 2016, Available: http://scagrtpscs.net/Pages/FINAL2016RTPSCS.aspx.

[4] Southern California Association of Governments, Final 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy: A Plan for Mobility, Accessibility, Sustainability and a High Quality of Life, Aviation and Airport Ground Access Appendix, Adopted April 7, 2016, p. 18, Available: http://scagrtpscs.net/Pages/FINAL2016RTPSCS.aspx.

[5] Southern California Association of Governments, Final 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy: A Plan for Mobility, Accessibility, Sustainability and a High Quality of Life, Aviation and Airport Ground Access Appendix, Adopted April 7, 2016, pp. 18-20, Available: http://scagrtpscs.net/Pages/FINAL2016RTPSCS.aspx.

[6] Southern California Association of Governments, Final 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy: A Plan for Mobility, Accessibility, Sustainability and a High Quality of Life, Aviation and Airport Ground Access Appendix, Adopted April 7, 2016, pp. 18-20, Available: http://scagrtpscs.net/Pages/FINAL2016RTPSCS.aspx.

T2/3-AL00001-4

Comment: **B. The DEIR Omits a Description of How Additional Gate Positions Would Be Accommodated Within the Existing Linear Frontage, Including the Number of Existing Narrow Body Equivalent Gates.**

The DEIR acknowledges that the Project will add and reconfigure gates at Terminals 2 and 3 to improve LAX operations (e.g., increase efficiency, respond to the desires of airlines, and accommodate expected aircraft fleet mix). LAWA attempts to characterize this increase in the number of gates and overall intensity of their use as irrelevant from capacity standpoint. LAWA does so through the following tortured logic:

First, LAWA introduces and relies on a new concept: terminal linear frontage. LAWA defines this term as the area around an existing terminal that is within the designated parking limit lines and would theoretically be available for aircraft parking.[6] LAWA then argues that Terminals 2 and 3 currently have unused and/or underutilized terminal linear frontage. So, while Terminal 2 currently has just 10 somewhat outdated passenger gates,

reconfiguration within the existing terminal linear frontage would actually allow for 13 gates in a more intensive use scenario. Similarly while Terminal 3 currently has just 13 passenger gates, LAWA argues that its existing terminal linear frontage would actually allow for 14 gates in a more intensive use scenario.

LAWA then concludes that it need not evaluate the potential growth and environmental impacts associated with intensifying and adding gates at Terminals 2 and 3 because all the changes would be taking place within the existing terminal linear frontage. This conclusion is seriously flawed and ignores the obvious:

a. While there may currently be room within the existing terminal linear footage of Terminals 2 and 3 to add gates, those gates do not now exist.

b. The more aircraft gates a terminal has, the more aircraft flights and greater passenger throughput it will support.

c. Even putting aside the addition of gates, reconfiguring existing gates to gain efficiency is itself a physical change in the environment likely to lead to additional aircraft flights and greater passenger throughput.

d. Adding aircraft flights and passengers to LAX has direct implications for environmental issues such as traffic, noise, air pollution, and greenhouse gas emissions, all of which tend to increase as flights and passengers increase. None of those implications are evaluated at all in the DEIR because LAWA categorically refuses to acknowledge the Project will increase capacity, passenger throughput, and aircraft operations at LAX, and provides no associated analysis of environmental impacts.

LAWA's approach is inappropriate from a technical standpoint and based on insufficient information. From a technical standpoint, LAWA does not adequately explain the mechanism by which use of the existing terminal linear frontage around Terminals 2 and 3 would be intensified to fit three additional gates and reconfigure the rest. Based on the inadequate information provided by LAWA, it appears possible that at Terminals 2 and 3, the Project would squeeze more aircraft parking positions/gates into the same area by converting areas currently and historically used for aircraft support functions (e.g., baggage cart staging) to aircraft parking area. The aircraft support uses, in turn, are displaced into other areas enlarged as part of the Project. Additionally, it appears that as part of the Project, aircraft would be parked further to the south (closer to World Way) than has historically been the case. The Project may also increase the area available for aircraft parking around Terminal 3 by removing the southern appendages and/or making use of areas closest to the ticketing areas. On the whole, however, the DEIR contains insufficient information to allow the public to understand exactly how the Project would achieve the proposed increase in the number of gates and overall intensification of aircraft parking areas around Terminals 2 and 3. LAWA must supplement the materials provided to address this shortcoming.

The significant difference between the current condition and the proposed, more intensified condition is somewhat apparent by comparing DEIR Figure 2-13 (aerial photo of current configuration, which shows 23 actual aircraft gates) with DEIR Figure 2-14 (LAWA's hypothetical layout showing 27 narrow body equivalent gates ("NBEG") around Terminals 2 and 3 as they now exist). Missing from the DEIR, however, is a figure like DEIR Figure 2-14 showing the actual existing configuration and size/location of aircraft gates. Such a figure is important and must be added in a recirculated DEIR. We anticipate that it will reveal that under the existing condition, some areas of the "terminal linear frontage" are not currently used for aircraft gates/parking, as they would be under the proposed

Project. Those areas may be used for aircraft support functions or be unavailable for aircraft parking due to difficult geometry. It is critical that the DEIR explain precisely the mechanisms by which the proposed Project will reconfigure use of the terminal linear frontage to allow more intensive use. Even without the necessary detail, however, it is readily apparent that the proposed Project would increase capacity by making use of space not currently used for aircraft parking.

The missing/requested figure would also help explain to the public how LAWA has calculated the NBEG equivalent of its existing aircraft gates at Terminals 2 and 3. The details of that calculation are critical to understanding how the Project would modify existing conditions and the extent to which the Project would increase gates and capacity. Currently, however, that detail is missing from the DEIR. Instead of providing information about the actual current NBEG numbers at Terminals 2 and 3, LAWA provides an "estimate" of the existing linear terminal area frontage. DEIR at 2-25. LAWA must provide additional details explaining how this estimate was derived. It must also provide additional details about how the terminals are actually currently configured (e.g., number and size of gates, NBEG equivalent, and wingtip separation). The DEIR's current approach of presenting the public with "estimated" and "hypothetical" is unacceptable under CEQA and wholly unnecessary when LAWA could simply measure and report on actual existing conditions.

LAWA's approach also violates the basic requirements of CEQA for a number of reasons. CEQA requires the lead agency to evaluate the potential impacts of the project relative to existing physical conditions (i.e., the existing baseline). At Terminals 2 and 3, the existing physical condition includes three fewer gates than would be present following implementation of the Project. This increase in capacity associated with this increase in the number of gates must be acknowledged and evaluated by LAWA.

LAWA's reliance on the "terminal linear frontage" concept is a blatant attempt to avoid its clear obligations under CEQA. El Segundo does not question that terminal linear frontage can constrain the number of gates that fit around a given terminal. Likewise, El Segundo does not doubt that the Project will more intensively and efficiently use the space area around Terminals 2 and 3. The point, however, is that the existing condition around Terminals 2 and 3 is not currently used as intensively as proposed, so LAWA cannot treat the proposed condition as the existing condition. *See Communities for a Better Environment v. South Coast Air Quality Management District* (2010) 48 Cal.4th 310, 322 (proper baseline for proposed change to existing facility is physical conditions existing at the time of CEQA analysis, not maximum potential operations). Put another way, LAWA is taking the position that because there is apparently room to squeeze more gates around Terminals 2 and 3, it should be allowed to do so without evaluating how this will increase airport capacity and operations.[7]

An analogy may be helpful here: Imagine a one-acre vehicle parking lot built many decades ago. The lot has been painted with wide parking stalls and includes planter areas with trees and shrubs. The owner of the parking lot can modernize the parking lot to fit more cars by restriping some of the stalls to accommodate only compact vehicles and by eliminating landscaping. One can easily imagine a scenario where the parking lot owner successfully increases the number of parking stalls by 10% on the same one-acre lot. Under that scenario, the lot would accommodate 10% more vehicles and people. That kind of efficiency makes a lot of sense, and it is precisely what LAWA logically seeks to do with the Project for aircraft gates at Terminals 2 and 3. The problem is that LAWA denies that is what it is doing because it does not want to come clean with the public regarding the extent to which these gate reconfigurations and additions will increase LAX aircraft operations and passenger throughput and the associated environmental impacts. The problem with LAWA's argument is all the more significant because taken to its logical

extent, that argument would allow LAWA to add and reconfigure gates—without limitation—at any of LAX's existing terminals without doing any analysis of capacity increase or associated environmental impacts. That approach is not consistent with the requirements of CEQA.

Viewing the situation from the perspective of El Segundo's residents may also help LAWA to understand the problem. The main impacts El Segundo residents experience due to the operation of LAX are traffic, air pollution, and noise. Those impacts are, in turn, driven by the number of passengers who use LAX and the number of aircraft flights at LAX. The existing terminal linear frontage at LAX does not, by itself, produce any impacts to El Segundo residents. Traffic, air pollution, and noise impacts to El Segundo residents are only felt when terminal linear frontage is used for aircraft gates.

The more gates LAWA squeezes into its existing terminal linear frontage, the more impacts will flow to El Segundo.[8]

[6] LAWA does not explain whether, where or how this concept is used more broadly in the aviation industry, FAA's airport planning documents, or academic research. Tellingly, the concept is missing from LAWA's own glossary of "airport terminology." DEIR at 1-5. El Segundo hereby requests, pursuant to the California Public Records Act, that LAWA provide and include as part of the administrative record all reference and background material used by LAWA in developing and applying the terminal linear frontage concept in connection with the Project.

[7] It is important to note that LAWA has not provided any aerial photos or other evidence indicating that Terminals 2 and 3 have ever been configured to include more gates than shown in Figure 2-13. Additionally, because El Segundo has been conducting regular gate counts at LAX since roughly 2006, we know that at least since then, Terminals 2 and 3 have never had gates accommodating the number and intensity of gates proposed as part of the Project.

[8] Similarly, impacts to El Segundo increase as airlines squeeze more flights into existing aircraft gates, squeeze larger aircraft into those gates, and squeeze more passengers onto planes.

Response: Comment T2/3-AL00001-4 includes a series of paragraphs provided by the commentor under the following heading: "B. The DEIR Omits a Description of How Additional Gate Positions Would Be Accommodated Within the Existing Linear Frontage, Including the Number of Existing Narrow Body Equivalent Gates."

The first paragraph is an introduction; please see the discussion below in the remainder of this response.

In the second paragraph and Footnote #6, the commentor discusses the concept of terminal linear frontage and requests additional information. The concept of terminal linear frontage is appropriately defined in Section 2.6 on page 2-25 of the Draft EIR. Per the commentor's request, the definition of terminal linear frontage included in Section 2.6 on page 2-25 of the Draft EIR has been added to the list of airport terminology in Section 1.5 of the Draft EIR (see Chapter 3, Corrections and Additions to the Draft EIR). Assessing the linear frontage of a facility or an area is not a "new concept". See Item #4 in Topical Response TR-T2/3-1 for a discussion of the concept of terminal linear frontage. As further discussed in Items #5 and #6 in Topical Response TR-T2/3-1, the concept of terminal linear frontage is at the core of the narrowbody equivalent gate (NBEG) metric relied upon in the discussion of gate dependencies in the Draft EIR.

The commentor states that LAWA "argues that Terminals 2 and 3 currently have unused and/or underutilized terminal linear frontage". LAWA has not made such an argument and it is unclear what basis the commentor used to develop this statement. As discussed in Section 2.6 on page 2-25 of the Draft EIR, the available terminal linear frontage at Terminals 2 and 3 would remain unchanged under the proposed project and would accommodate up to 27 passenger gate positions. The Draft EIR further discusses in Section 2.6 on page 2-27 the following: "[a]irlines operating at T2 and T3 have the ability to re-gauge (…) or rearrange the aircraft parking configurations around each terminal within the constraint of the existing passenger terminal apron areas and parking limit lines". See Item #8 in Topical Response TR-T2/3-1 for a discussion of gate utilization in the context of constrained passenger terminal areas.

In the third paragraph, the commentor presents a series of statements numbered a. through d.

a. The commentor states that the additional gates that the proposed project entails do not exist today. As discussed in Section 2.6 on page 2-24 of the Draft EIR, as corrected (see Chapter 3, Corrections and Additions to the Draft EIR), the proposed project would result in an increase of four gates at Terminals 2 and 3, from 23 gates under the baseline conditions in August 2016 to 27 gates upon completion of the proposed project improvements. However, the proposed project would not increase the number of NBEG positions that exists with or without the proposed project improvements.

b. The commentor next states: "[t]he more aircraft gates a terminal has, the more aircraft flights and greater passenger throughput it will support." The commentor fails to recognize all the limitations discussed in the Draft EIR pertaining to the proposed project, which are summarized below:

- Constrained passenger terminal apron areas and terminal footprints of Terminals 2 and 3 limit the size of passenger gate positions that can be accommodated. See Section 2.6 on page 2-27 of the Draft EIR and Item #1, #3 and #6 in Topical Response TR-T2/3-1.
- The existence of gate dependencies discussed in Section 2.6 on page 2-27 of the Draft EIR and in Item #6 in Topical Response TR-T2/3-1 presents limitations to the number of operations and therefore passengers that can be accommodated at Terminals 2 and 3.
- Delta Air Lines and its partners do not inherit seven empty gates by relocating to Terminals 2 and 3. According to a press release provided by the commentor in Exhibit H of its comment letter, "Delta will have 23 gates at LAX immediately following the move and will operate alongside many of its airline partners, including Aeromexico, Virgin Atlantic and WestJet."[1] It is therefore important to note that Delta Air Lines and its partners do not inherit seven (23 minus 16) empty gates by relocating to Terminals 2 and 3. Aeromexico, Virgin Atlantic, WestJet, and Aer Lingus already operate and will continue to operate at Terminals 2 and 3.
- See Item #7 in Topical Response TR-T2/3-1 in which evidence has been provided that demand for 24 passenger aircraft gate positions already existed in August 2016, and that demand for 28 passenger aircraft gate positions is expected in August 2017, regardless of the proposed project improvements.

Therefore, as discussed in Section 2.6 on page 2-27 of the Draft EIR, increases or decreases in operations and passenger volumes would occur with or without the proposed project's additional passenger gate positions.

c. The commentor then states that the reconfiguration of existing gates is a physical change that is likely to lead to additional aircraft flights and greater passenger throughput. As discussed in Section 2.6 on page 2-25 of the Draft EIR, the reconfiguration of existing gate

parking positions is available to airlines operating at Terminals 2 and 3 regardless of the proposed project. See Item #6 in Topical Response TR-T2/3-1 for a discussion of gate layouts and aircraft gate dependencies.

d. Based on the commentor's statements numbered a., b., and c., the commentor concludes that adding aircraft flights and passengers to LAX has direct implication for environmental issues. As documented in the Draft EIR and in the responses to comments, increasing demand for additional passenger gate positions will occur with or without the proposed project improvements. As shown in Item #7 of Topical Response TR-T2/3-1, demand for (and the ability to accommodate) 28 passenger gate positions in August 2017 for the airlines now operating in Terminals 2 and 3 already exists and is not created by the proposed project improvements.

In the fourth paragraph, the commentor inquires about the "the mechanism by which use of the existing terminal linear frontage around Terminals 2 and 3 would be intensified to fit three additional gates and reconfigure the rest." Item #6 in Topical Response TR-T2/3-1 includes Figures C and D which present illustrations of potential ultimate passenger gate layout positions at Terminals 2 and 3 with 27 gate parking positions. These illustrations were developed based on Figure 2-14 of the Draft EIR. As discussed in Item #6 in Topical Response TR-T2/3-1 and in Attachment 3.d. in Attachment 3 of this Final EIR, the fleet mix of the airlines which will operate at Terminals 2 and 3 in 2023 requires the vast majority of the gate parking positions to be Airplane Design Group (ADG) III positions. ADG IV and V aircraft gate parking positions would be required at various times throughout the day, creating aircraft gate dependencies, and reducing the total of operational gate count during these times.

The commentor then states: "the Project would squeeze more aircraft parking positions/gates into the same area by converting areas currently and historically used for aircraft support functions (e.g., baggage cart staging) to aircraft parking area. The aircraft support uses, in turn, are displaced into other areas enlarged as part of the Project." To the contrary, and as discussed in Item #2 of Topical Response TR-T2/3-1, multiple essential activities and operations such as fueling, maintenance, catering, loading/unloading baggage and cargo, and aircraft servicing would need to take place on the apron in close proximity of parked aircraft and would not be displaced.

The commentor next states that "aircraft would be parked further to the south (closer to World Way) than has historically been the case." Although not clear in the commentor's comment, it is assumed that the commentor used Figure 2-14 of the Draft EIR to draw this inaccurate conclusion. First, as discussed in Section 2.6 on page 2-27 of the Draft EIR, Figure 2-14 provides an illustration of ADG III positions around Terminals 2 and 3 meant to illustrate the ability of the passenger terminal apron areas to accommodate 27 ADG III parking positions. Figure 2-14 was not meant to depict the ultimate aircraft parking positions around Terminals 2 and 3. Second, when comparing Figure 2-14 to Figure 2-13 of the Draft EIR, it can be observed that the four aircraft parked at Gates 21, 22, 30 and 39 on Figure 2-14 (southernmost gates on either side of each terminal, as depicted on Figure A in Topical Response TR-T2/3-1) were placed on the lead-in lines associated with each of these four gates as painted on the apron. In fact, when comparing Figure 2-14 to Figure A in Topical Response TR-T2/3-1, it can be observed that many ADG III aircraft on either side of each terminal on Figure 2-14 are parked at the same locations as those depicted on Figure A. Aircraft would not be able to park any closer to World Way than currently.

The commentor further claims that the proposed project would "increase the area available for aircraft parking around Terminal 3 by removing the southern appendages and/or making use of areas closest to the ticketing areas." As depicted on Figures C and D in Topical Response TR-T2/3-1, the removal of the "southern appendages" of Terminal 3 would have no effect on the ability to park aircraft differently than under baseline conditions because it would not increase the available linear frontage.

Additional information requested by the commentor in the last two sentences of the fourth paragraph has been provided herein and in Topical Response TR-T2/3-1.

In the fifth paragraph, the commentor discusses the difference between the current and proposed conditions and compares Figures 2-13 and 2-14 of the Draft EIR. As discussed in Section 2.6 on page 2-25 of the Draft EIR, airlines operate different aircraft types and sizes and the NBEG metric has been purposely developed to normalize apron demand to a representative aircraft. See discussion of the NBEG metric in Item #5 in Topical Response TR-T2/3-1. Therefore, as discussed in Section 2.6 on page 2-27 of the Draft EIR and depicted on Figure 2-14 of the Draft EIR, airlines operating at Terminals 2 and 3 in August 2016 had the available terminal linear frontage and opportunity to operate 27 ADG III aircraft positions at Terminals 2 and 3. The ability to park 27 ADG III aircraft around Terminals 2 and 3 existed in August 2016 without the proposed project improvements.

The commentor requests a figure depicting the August 2016 baseline conditions which has been provided in Topical Response TR-T2/3-1 (see Figure A).

The following commentor's statement is similar to previous comments responded to above related to areas "not currently used for aircraft gates/parking" and "areas may be used for aircraft support functions or be unavailable for aircraft parking due to difficult geometry". As discussed above and in Item #2 in Topical Response TR-T2/3-1, within such constrained passenger terminal apron areas, multiple essential activities and operations such as fueling, maintenance, catering, loading/unloading baggage and cargo, and aircraft servicing would need to take place on the apron in close proximity of parked aircraft and would not be displaced to some other location on the airport.

In the last two sentences of the fifth paragraph, the commentor again requests information regarding "mechanisms by which the proposed project will reconfigure use of the terminal linear frontage" which have been discussed above and depicted on Figures C and D in Topical Response TR-T2/3-1. In addition, as discussed above, the commentor's statement that the "Project would increase capacity by making use of space not currently used for aircraft parking" is incorrect. A comparison of Figures A, C and D reveals that areas already used for aircraft parking would continue to be used by aircraft parking operations, and that all other areas of the constrained available passenger terminal apron areas would continue to be required for support operations discussed above and in Item #2 of Topical Response TR-T2/3-1.

To respond to the commentor's comments in the sixth paragraph regarding NBEG positions, see Item #5 in Topical Response TR-T2/3-1 in which the calculations of the NBEG metric are presented. Accordingly, the 23 baseline passenger gate positions around Terminals 2 and 3 can be converted to 27 NBEG positions. Attachments 3.f. and 3.g. in Attachment 3 of this Final EIR presents the calculations of the NBEG metric associated with Figures C and D, which again, results in a value of less than 27 (22.1 and 22.6, respectively, as discussed in Item #6 in Topical Response TR-T2/3-1). The commentor fails to acknowledge that all these calculations and results are based on the same terminal linear frontage that the proposed project would not change, and therefore, are expected to return similar or smaller NBEG values. As discussed in Item #5 in Topical Response TR-T2/3-1, the NBEG metric relied upon in the discussion of gate dependencies in the Draft EIR was appropriate when considering that the fleet mix of the airlines operating at Terminals 2 and 3 in August 2016 was comprised of 88 percent of ADG III aircraft. That percentage is 73 percent for airlines that now operate at Terminals 2 and 3 (Delta Air Lines, Compass Airlines, SkyWest (operating for Delta Air Lines), Aeromexico, WestJet, Virgin Atlantic and Aer Lingus). Therefore, the NBEG metric relied upon in the discussion of aircraft gate dependencies in the Draft EIR was a reasonable and appropriate approach. As discussed in Item #4 of Topical Response TR-T2/3-1, assessing the terminal linear frontage of a facility is a general common practice in airport planning. The Draft EIR appropriately described baseline (2016) conditions and what could occur within the constraints of the proposed project.

Related to comments made by the commentor in the seventh paragraph, as required by CEQA, the Draft EIR properly used "existing physical conditions" (as emphasized by the commentor) in August 2016 as baseline conditions, with 23 aircraft parking positions at Terminals 2 and 3, as depicted on Figure A in the Topical Response TR-T2/3-1. Further, as required by CEQA, the Draft EIR properly described and analyzed the impacts of the 27 ADG III aircraft parking positions included under the proposed project conditions, hence an increase of up to 4 positions. However, as discussed in Item #6 of Topical Response TR-T2/3-1, and in Section 2.6 on page 2.25 of the Draft EIR, "airlines configure aircraft parking positions to best match their aircraft fleet and provide the greatest flexibility throughout the day to meet their demand." For example, this means that an airline would not configure a passenger gate position to accommodate a Boeing 777-200 if the largest aircraft in its fleet is a Boeing 767-400. Further, the same airline could arrange one Boeing 767-400 passenger gate position to park two Canadair Regional Jet (CRJ) 700s to provide flexibility throughout the day to park two CRJ-700s when the gate is not occupied by a Boeing 767-400 and to respond to demand for regional flights requiring smaller aircraft. These decisions are made solely by the airlines, not by LAWA. Because every airline has a different aircraft fleet mix and operates their aircraft according to their respective business plans, LAWA appropriately utilized the NBEG approach to normalize the passenger terminal apron area and how that space could be utilized.

At the beginning of the eighth paragraph, the commentor concedes that "El Segundo does not question that terminal linear frontage can constrain the number of gates that fit around a given terminal", which validates several responses provided in these responses to comments. The commentor does not provide any evidence however to support their next statement saying that "the existing condition around Terminals 2 and 3 is not currently used as intensively as proposed…" For a discussion of gate utilization in the context of constrained passenger terminal apron areas, see Item #8 in Topical Response TR-T2/3-1. As discussed therein, LAWA does not control how "intensively" or "efficiently" airlines arrange and operate their gates, neither under the baseline conditions nor under future conditions. As documented in the Draft EIR in Section 2.6, as corrected (see Chapter 3, Corrections and Additions to the Draft EIR), 23 gates existed at Terminals 2 and 3 in August 2016, which could increase to 27 ADG III gates at Terminals 2 and 3 under the future conditions of the proposed project.

In 2016, the airlines operating out of Terminals 2 and 3 accommodated less aircraft operations but more passengers than Delta Air Lines and its regional partners did. As discussed above, for the airlines currently operating at Terminals 2 and 3 as of June 2017 (Delta Air Lines, Compass Airlines, SkyWest (operating for Delta Air Lines), Aeromexico, WestJet, Virgin Atlantic and Aer Lingus), will require 28 gates during the peak hour in August 2017 before any improvements at Terminals 2 and 3 occur. Accordingly, these airlines will utilize other gates at LAX than the 23 currently available gates at Terminals 2 and 3, as they did in 2016, to accommodate their schedule. Thus, the proposed project improvements would not directly or indirectly result in an increase in aircraft operations than would otherwise occur in 2017. Contrary to the assertion in Footnote #7, there is no obligation for the Draft EIR to document the fact that the passenger terminal apron areas around Terminals 2 and 3 have ever accommodated more than 23 gates.

The analogy presented in the ninth paragraph is noted. The use of the NBEG approach removes the subjectivity on which the analogy is based on. A clear difference between aircraft and cars is the size of areas needed to support the servicing of aircraft that cars do not require, which renders this analogy unreasonable. As discussed in Item #2 in Topical Response TR-T2/3-1 and above, the commentor's assertion that areas of the apron would be freed up (like landscaping in its analogy) by the proposed project improvements is incorrect. The commentor reiterates the same argument regarding "the extent to which these gate reconfigurations and additions will increase LAX aircraft operations and passenger throughput and the associated environmental impacts." The commentor then

states "that argument would allow LAWA to add and reconfigure gates -- without limitation -- at any of LAX's existing terminals without doing any analysis of capacity increase or associated environmental impacts." As required by CEQA, the Draft EIR and responses to comments in this Final EIR have adequately disclosed the potential impacts associated with four additional aircraft parking positions at Terminals 2 and 3.

In the tenth paragraph, the commentor discusses the "main impacts El Segundo residents experience due to the operation of LAX", which are driven by "the number of passengers who use LAX and the number of aircraft flights at LAX". As discussed above, the proposed project improvements would not directly or indirectly result in an increase in passengers or aircraft operations.

[1] Delta Air Lines News Hub, Delta's relocation to Terminals 2, 3 scheduled for May 12-17 in first step of $1.9B Delta Sky Way at LAX, March 21, 2017, available at: http://news.delta.com/delta-s-relocation-terminals-2-3-scheduled-may-12-17-first-step-19b-delta-sky-way-lax.

T2/3-AL00001-5

Comment: Historically, LAWA has acknowledged that the number and configuration of gates at LAX serves as a key constraint on operations and growth. *See, e.g.,* CEQA documents for SPAS and Master Plan, attached hereto as Exhibits E through F and incorporated herein. With the proposed Project, however, LAWA would increase the number of gates without doing any analysis of the impact on LAX capacity and operations. LAWA's position in the DEIR with respect to gates essentially asks El Segundo residents to trust, without analysis, that no additional traffic, air pollution, or noise will result from the Project. LAWA's sole reasoning for this is that the Project does not increase terminal linear footage. But from the perspective of El Segundo residents, this is no comfort and makes no sense. That is particularly true when you consider the fact that, although not discussed in any detail in the DEIR, the purpose of the Project is to accommodate Delta Airlines, which has substantial expansion planned at LAX.[9] *See* news articles attached as Exhibit H.

[9] The intent of LAWA and Delta with respect to gates and other issues is described in detail in the lease materials attached hereto as Exhibit G.

Response: As required by CEQA, the Draft EIR properly described and analyzed the impacts of the proposed project improvements and the addition of up to four passenger aircraft gate positions. As discussed in Section 2.6 on page 2-27 of the Draft EIR, the analyses concluded that increases and decreases in operations and passenger volumes would occur with or without the proposed project improvements. See also Item #7 in Topical Response TR-T2/3-1 in which evidence has been provided that demand for (and ability to accommodate) 28 passenger gate positions is expected in August 2017, regardless of the proposed project improvements.

Contrary to the commentor's statement, the fact that terminal linear frontage would not change under the proposed project conditions was not the only criteria used to support the Draft EIR conclusions. Section 2.6 of the Draft EIR and Topical Response TR-T2/3-1 discussed the many factors relied upon in the Draft EIR analyses, including passenger terminal apron areas; terminal linear frontage; narrowbody equivalent gate (NBEG); and passenger aircraft gate dependencies.

It must be noted, as discussed in the news articles submitted in Exhibit H of the commentor's comment letter, Delta Air Lines is not the only carrier operating at Terminals 2 and 3 post-May 2017 relocation. The following airlines now operate at Terminals 2 and 3: Delta Air Lines, Compass Airlines, SkyWest (operating for Delta Air Lines), Aeromexico, WestJet, Virgin Atlantic and Aer Lingus.

Based on these news articles, the commentor states that Delta Air Lines has plans for "substantial expansion" at LAX. All articles included in Exhibit H of the commentor's letter discuss similar facts: Delta Air Lines' $1.9 billion plan to modernize, upgrade and connect Terminals 2 and 3, which would provide Delta Air Lines 27 gates at Terminals 2 and 3; and the May 2017 relocation of airlines among Terminals 2, 3, 5 and 6. In Footnote #9 of the commentor's letter, the commentor refers to the lease materials included in Exhibit G, which support the proposed project conditions analyzed in the Draft EIR whereby up to 27 gates at Terminals 2 and 3 would be allowed under the terms of the lease. In the context of discussing Delta Air Lines' future expansion, it is first important to emphasize that, as discussed in Response to Comment T2/3-AL00001-4, Delta Air Lines and its partners do not inherit seven (23 minus 16) empty gates by relocating to Terminals 2 and 3. Aeromexico, Virgin Atlantic, WestJet, and Aer Lingus already operate and will continue to operate at Terminals 2 and 3. Second, as discussed in Item #7 in Topical Response TR-T2/3-1, these airlines used 24 passenger gate positions during the peak hour on a peak day in August 2016, and their published schedule for August 2017 identifies demand for 28 passenger gate positions. This supports the statements and assumptions in the Draft EIR that the proposed project improvements would not result in increased operations or demand.

T2/3-AL00001-6

Comment: Interestingly, to the extent the DEIR discusses airport capacity at all, it focuses solely on passenger throughput. It says nothing about the Project's impact on LAX's capacity to accommodate increased aircraft operations (takeoffs and landings). DEIR 2-2. This is a critically important omission fatal to the DEIR's analysis. In fact, adding aircraft gates, as the DEIR acknowledges the Project will do, will have the direct result of allowing LAX to support additional aircraft operations. Additional aircraft operations will increase noise, air pollution, and greenhouse gas emissions but the DEIR provides no analysis of these impacts.

Response: As presented in Section 2.6 on page 2-27 of the Draft EIR, the operations discussion concluded that increases or decreases in operations and passenger volumes would occur with or without the proposed project improvements. It is important to note that the proposed project would not affect or change any airfield components, including the runways, taxiways, or aircraft arrival and departure procedures, and thus would not change "LAX's capacity to accommodate increased aircraft operations (takeoffs and landings)", as asserted by the commentor. Appropriately, Section 2.4 of the Draft EIR does not discuss any improvements to any of these airfield components.

As discussed in Response to Comment T2/3-AL00001-4, the demand for, and utilization of, 24 gates already existed under the baseline conditions in August 2016. To support this conclusion, a published schedule for a busy day in August 2017, provided in Attachment 3.c. in Attachment 3 of this Final EIR, was analyzed to assess how many gate parking positions Terminals 2 and 3 airlines will need to use in August 2017. As depicted on Figure F of Topical Response TR-T2/3-1, the airlines that now operate at Terminals 2 and 3 after the May 2017 relocations (Delta Air Lines, Compass Airlines, SkyWest (operating for Delta Air Lines), Aeromexico, WestJet, Virgin Atlantic and Aer Lingus) will need to use 28 gates during the peak hour of 9:30 a.m. to 10:30 a.m. Therefore the demand for (and ability to accommodate) 27 gate parking positions already exists on a peak day in August 2017 and is not created by the proposed project improvements.

T2/3-AL00001-7

Comment: There is also grounds for considerable skepticism about LAWA's estimate that the post-Project condition will accommodate only 27 NBEG gates. Most notably, the DEIR provides no figure showing the size, number and configuration of gates following Project completion (or at any interim phase during construction). This is major missing piece of the project description. LAWA must provide additional information regarding how it calculated the 27 NBEG number for the post-Project scenario.

Response: Please see Figures C and D and Items #6 and 7 in Topical Response TR-T2/3-1, for depictions of potential future gate layouts, gate parking positions, and dependencies with implementation of the proposed project. Also see Item #5 in Topical Response TR-T2/3-1 for additional information on how the NBEG positions were calculated. Note that the project description was complete, but that Figures C and D were added to provide additional clarity.

T2/3-AL00001-8

Comment: In sum, LAWA claims, without substantial evidence in support, that the Project will not increase passenger capacity. DEIR 2-2. The only basis for LAWA's assertion is the argument that the Project would not increase "terminal linear frontage." In fact, reconfiguring and adding to the passenger gates (particularly when paired with the massive terminal expansion proposed) will allow the airline(s) operating those gates to use them more intensively. This will enable increased passenger throughput at LAX and lead to additional flights. To comply with CEQA, the DEIR must analyze the impacts of this change.[10]

[10] We hereby incorporate by reference the report of Dr. Adib Kanafani, Ph.D., NAE, attached as Exhibit I. We respectfully request a response to each of the issues raised in the Kanafani Report.

Response: This comment is a summary of previous comments. Please see Topical Response TR-T2/3-1 and Responses to Comments T2/T3-AL00001-1 through T2/T3-AL00001-7. Also, please see Response to Comment T2/3-AL00001-38 which responds to Mr. Kanafani's letter. Collectively, these responses clarify the substantial evidence provided in the Draft EIR that the proposed project would not directly or indirectly result in an increase or decrease in passengers or aircraft operations.

T2/3-AL00001-9

Comment: **II. The Project Will Result in Noise Impacts that Must Be Adequately Analyzed in the DEIR.**

Because the DEIR takes the flawed position that the Project will not contribute at all toward higher passenger capacity or aircraft operations at LAX, the DEIR does not include *any* analysis of the Project's noise impacts. The exclusion of any significance determination or analysis regarding this noise impact, and the individual and cumulative impacts on people at LAX and adjoining neighborhoods, is a fatal flaw. The DEIR must be revised to resolve this obvious deficiency under CEQA.

Because all previous planning documents for LAX contemplated a maximum operational capacity of 78.9 MAP, the DEIR must evaluate and mitigate any aviation related noise impacts on El Segundo residents that result from growth beyond 78.9 MAP, including growth made possible in part by the Project. Current measures to mitigate aviation noise from LAX operations are scaled at 78.9 MAP and are not designed to address aviation

noise at higher passenger levels. *See, e.g.,* Exhibit J, 2014 Annual Progress Report, LAX Master Plan Mitigation Monitoring & Reporting Program, at 18 (stating LAX Aircraft Noise Mitigation Program designed to mitigate land uses that would be rendered incompatible by noise impacts associated with implementation of the LAX Master Plan).

Furthermore, the current Noise Exposure Map for LAX, approved at the end of 2015, does not anticipate operations at the levels made possible by the Project. *See* Exhibit K, Final Noise Exposure Map Report (August 2015), at 3-10 (stating current noise contour is based on review of Master Plan Alternative D Report, Specific Plan Amendment Study, Midfield Satellite Concourse North Draft EIR, West Aircraft Maintenance Area Draft EIR, and various runway improvement project studies, all assuming operations at 78.9 MAP). In fact, LAWA states that the current Noise Exposure Map, which provides the basis for residential noise mitigation required by state law, assumes even lower passenger operations than LAWA expects to exceed this or next year, at approximately 77.1 MAP. *Id.* at G-4; *see id.* at G-19 (comments of City of El Segundo on Draft Noise Exposure Map Report, requesting explanation of passenger forecast assumed for NEM update).

Thus, although LAWA might be tempted to modify the DEIR to assert that aviation noise impacts resulting from the Project would be adequately addressed by existing mitigation adopted as part of the Master Plan, that approach would fail because those measures were not designed to mitigate noise from the passenger levels LAWA anticipates by the time the Project is fully built. Because LAWA has not justified its claim that the Project would not cause any impacts related to higher passenger levels or aircraft operations, the DEIR must be revised to include an analysis of the aviation noise impacts caused by the Project, and cumulative aviation noise impacts of other past, present or reasonably foreseeable future projects—not omit any discussion whatsoever of aviation noise impacts.

Response: Contrary to the commentor's assertion that "the DEIR does not include *any* analysis of the Project's noise impacts", Section XII of the Initial Study for the proposed project (included in Appendix A of the Draft EIR, consistent with CEQA Guidelines Sections 15128 and 15063(c)(3)(A)) adequately examined the construction- and operations-related noise impacts of the proposed project which were found to be less than significant. As discussed in Responses to Comments T2/T3-AL00001-3 through T2/T3-AL00001-6, and as documented in Section 2.6 on page 2-27 of the Draft EIR, with additional information provided in Topical Response TR-T2/3-1, increases or decreases in passenger volumes would occur with or without the proposed project. As such, it is not appropriate or necessary to conduct additional analyses to address aviation noise impacts associated with increased passenger levels and/or aircraft operations.

T2/3-AL00001-10

Comment: Finally, the DEIR's failure to provide any analysis of noise impacts from the Project's construction is a fatal flaw. Haul trucks, in particular, can be quite noisy. Moreover, the DEIR indicates that much of the construction will occur at night in an attempt to reduce construction-related traffic impacts. Increased noise levels at night can be particularly disruptive and can interfere with sleep. The revised DEIR must identify sensitive receptors along haul routes and evaluate how increases in noise from the Project's construction activities will impact these receptors. The revised analysis must also disclose the increase in noise levels from the cumulative increase in haul trucks from all of the projects identified in DEIR Tables 3-1 and 3-2.

Response: The commentor's statement that "the DEIR indicates that much of the construction will occur at night in an attempt to reduce construction-related traffic impacts" is false. To the contrary, in Section 2.5, Construction Schedule and Activities, on page 2-19 of the Draft EIR, which describes the work shifts proposed for construction, it is stated that "The

majority of the construction activities would occur during daytime hours …" On the next page, page 2-20, the Draft EIR notes that temporary lane closures may be required periodically within the Central Terminal Area (CTA) to facilitate some construction activities, and goes on to state "To minimize impacts to the CTA roadway system and Airport operations during construction, any lane closures required during construction would occur during the night shift whenever possible." That provision regarding temporary lane closures, if needed, being scheduled at night is substantially different than the commentor's statement.

Regarding potential construction truck noise impacts to sensitive receptors in El Segundo, there is residential development located on the south side of Imperial Highway between Pershing Drive and California Street at a distance of approximately 250 feet from the centerline of Imperial Highway, except near the intersection of Pershing Drive and Imperial Highway where the distance reduces to approximately 175 feet. Twenty-four hour traffic counts conducted by the City of Los Angeles Department of Transportation on August 22, 2014 indicated a daily traffic volume on Imperial Highway east of Pershing Drive of 32,861 vehicles (see Attachment 2 of this Final EIR), which based on an approximate annual growth factor of two percent, as indicated on page 4-4 of the Draft EIR, would equate to 34,188 vehicles per day in 2016 - the baseline year for the Draft EIR analysis. Peak-hour traffic counts conducted at the intersection of Pershing Drive and Imperial Highway in 2015 for the LAX Landside Access Modernization Program EIR indicated the mix of heavy vehicles (trucks and buses) to be 3.4 percent in the AM peak-hour and 2.1 percent in the PM peak-hour, which would average 2.75 percent.[1] Notwithstanding that mix of heavy vehicles during peak hours would likely be lower than during non-peak hours, given that peak-hour traffic is primarily characterized by commuters in automobiles and light-duty vehicles, a conservative assumption of 2.75 percent of truck mix for overall daily traffic would equate to 940 heavy vehicles per day on Imperial Highway east of Pershing Drive – the area where residential development is located along the south side of Imperial Highway.

As indicated on page 4.4-17 of the Draft EIR, 72 truck round-trips per day (142 one-way trips) are estimated to occur during the peak period of construction for the proposed project. Based on a conservative assumption that all those truck trips would travel along Imperial Highway, the resultant increase in truck noise levels to noise-sensitive uses along Imperial Highway would be approximately 0.6 decibel (dB) compared to noise levels associated with the current truck volumes. That estimated change in truck noise is based on how noise increases logarithmically when the number of truck trips increases, as calculated by: 10 LOG (future truck trips [142+940] / existing truck trips [940]). As indicated on page 68 of the Initial Study completed for the T2/T3 Modernization Project (see Appendix A of the Draft EIR), regarding the analysis of construction roadway noise, construction traffic volumes would need to increase at more than a three-fold rate to reach the City's threshold of significance of a 5 dB increase. The aforementioned 0.6 dB increase associated with project-related construction truck traffic is well below the 5 dB threshold; therefore, this evidence confirms the conclusion of the Initial Study that the construction truck traffic noise impact of the proposed project would be less than significant. Consequently, more detailed analysis was not warranted. (State CEQA Guidelines Sections 15128, 15063(c)(3)(A).)

Regarding noise levels associated with cumulative truck traffic, Table 4.4-6 on page 4.4-24 of the Draft EIR provides a breakdown of the truck trips estimated for each of the cumulative projects that are anticipated to be under construction at the same time as the proposed T2/T3 Modernization Project. Figure 4.4-5 on page 4.4-26 delineates the primary truck delivery staging areas for each of the cumulative projects listed in Table 4.4-6. Based on the very conservative assumption that the cumulative truck trips associated with all the cumulative projects, except for the Airport Metro Connector (AMC) 96th Street Transit Station and the LAX Landside Access Modernization Program project, would all travel along Imperial Highway by the noise-sensitive uses located east of Pershing Drive, there would be a total of 1,710 truck trips per day on that segment during the construction peak

period in November 2019. That number is based on converting the peak-hour passenger car equivalent (PCE) trips in Table 4.4-6 to truck trips by dividing the PCE values by 2.5 (see PCE explanation in Section 4.4.3.7 of the Draft EIR), and then multiplying the peak-hour trips by 12 to represent the total number of truck trips anticipated to occur over a daily delivery schedule (see explanation on page 4.4-17 of the Draft EIR). That would include truck trips associated with the proposed T2/T3 Modernization Project (125 daily one-way truck trips), the Midfield Satellite Concourse (883 daily one-way truck trips), Miscellaneous Projects/Improvements (10 daily one-way truck trips), Airport Security Buildings (58 daily one-way truck trips), Concourse 0 (624 daily one-way truck trips), and North Airfield Improvements (10 daily one-way truck trips). No construction truck trips associated with the AMC 96th Street Transit Station and the LAX Landside Access Modernization Program project are expected to utilize the subject segment of Imperial Highway, given the locations of those projects and their anticipated staging areas, as shown in Figure 4.4-5 of the Draft EIR. Additionally, it should be noted that Figure 4.12.3-3 in the LAX Landside Access Modernization Program Draft EIR[2] presents the construction vehicle travel routes for the LAX Landside Access Modernization Program project, none of which include the subject segment of Imperial Highway.

As indicated in Section 4.4.3.8 of the T2/T3 Modernization Draft EIR, the cumulative projects peak construction period is projected to occur in November 2019, and future background traffic is estimated to grow at an annual rate of two percent. As such, the 34,188 daily traffic volumes on the subject segment of Imperial Highway in 2016 would increase to 36,280 daily trips in 2019, of which approximately 998 of those trips (2.75 percent) would be heavy vehicles (buses and trucks). Similar to the discussion above of the project-related construction truck trips, the addition of cumulative construction truck trips to existing heavy vehicle (truck) volumes along the subject segment of Imperial Highway would not triple the existing volumes, even with the very conservative assumption that all the cumulative truck trips (except AMC 96th Street Transit Station and LAX Landside Access Modernization Program) would travel along that route. The cumulative increase in truck noise would be 4.3 dB (including cumulative noise not associated with the project), based on 10 LOG (future cumulative truck trips [1,710+998] / existing truck trips [998]), which is less than LAWA's threshold of significance of a 5 dB increase. As such, the increase in noise associated with cumulative construction truck traffic would also be less than significant.

[1] City of Los Angeles, Los Angeles World Airports, Draft Environmental Impact Report for Los Angeles International Airport (LAX) Landside Access Modernization Program, (SCH 2015021014), page 4.12-217, September 2016, Available: http://www.connectinglax.com/informed.html.

[2] City of Los Angeles, Los Angeles World Airports, Draft Environmental Impact Report for Los Angeles International Airport (LAX) Landside Access Modernization Program, (SCH 2015021014), Figure 4.12.3-3, September 2016, Available: http://www.connectinglax.com/informed.html.

T2/3-AL00001-11

Comment: **III. The DEIR's Analysis of and Mitigation for the Project's Impacts on Transportation Are Inadequate.**

Transportation in and around LAX is a critical issue, especially for the City of El Segundo, which shares a border with the airport. Unfortunately, the DEIR's analysis of transportation impacts fails to achieve CEQA's most basic purpose: informing governmental decisionmakers and the public about the potential significant environmental effects of a proposed activity. Tit. 14, Cal. Code Regs ("CEQA Guidelines") § 15002(a).

The report prepared by MRO Engineers ("MRO Report") provides detailed comments on the shortcomings in the DEIR's transportation impact analysis.[11] *See* Letter from N.

Liddicoat, MRO Engineers, to L. Impett, March 29, 2017, attached as Exhibit L. Set forth below is a summary of some of the DEIR's most troubling errors.

[11] We respectfully request a response to each of the issues raised in the MRO Report.

Response: Please see Responses to Comments T2/3-AL00001-12 through T2/3-AL00001-19 and T2/3-AL00001-39 through T2/3-AL00001-54 below.

T2/3-AL00001-12

Comment: **A. The DEIR Fails Entirely to Evaluate the Project's Operational Impacts.**

The DEIR's traffic analysis focuses exclusively on how traffic conditions would change as a result of the Project's construction. It fails to provide *any* analysis of the Project's operational traffic impacts under the misguided assumption that the proposed Project would have no effect on passenger numbers and flight operations. DEIR at 2-2. As discussed above, this assumption is incorrect. The Project would improve passenger levels of service and therefore has the potential to increase passenger capacity. Had the DEIR preparers recognized this fact, they would have realized that increased passenger capacity would result in increased traffic to and from the airport. The EIR should be revised to evaluate the effect that this increase in traffic would have on the local and regional transportation network.

Response: The Draft EIR properly analyzed the proposed project improvements and associated construction traffic impacts. As discussed in Responses to Comments T2/T3-AL00001-3 through T2/T3-AL00001-6, and as documented in Section 2.6 on page 2-27 of the Draft EIR, increases or decreases in passenger volumes would occur with or without the proposed project. Therefore, "increased traffic to and from the airport" would occur with or without the proposed project improvements.

T2/3-AL00001-13

Comment: **B. The DEIR Relies on an Undersized Study Area to Evaluate the Project's Traffic Impacts.**

The DEIR understates the Project's traffic impacts because it relies on a study area that barely extends beyond the boundaries of LAX. The DEIR asserts that only an insignificant amount of the construction traffic will travel east of La Cienega Boulevard, south of Imperial Highway or Interstate 105, or north of Westchester Parkway or Howard Hughes Parkway. *See* DEIR at 4.4-3. As we explain below in the following section, traffic impacts from the construction of the proposed Project would inevitably impact roadways, intersections and freeways outside of the DEIR's narrow study area. Moreover, even within the limited study area that the DEIR does include, numerous intersections are ignored entirely. In particular, the following locations were evaluated in the recent DEIR for the LAMP but were not included in this DEIR's analysis:

- Sepulveda Boulevard & I-105 Westbound Ramps,
- Sepulveda Boulevard & Mariposa Avenue,
- Sepulveda Boulevard & Grand Avenue,
- Sepulveda Boulevard & El Segundo Boulevard,
- Sepulveda Boulevard & Rosecrans Avenue,

- Avion Drive & Century Boulevard,
- Airport Boulevard & Century Boulevard,
- Nash Street & El Segundo Boulevard,
- Douglas Street & El Segundo Boulevard,
- Bellanca Avenue & Century Boulevard,
- Aviation Boulevard & West 120th Street,
- Aviation Boulevard & El Segundo Boulevard,
- Concourse Way & Century Boulevard,
- La Cienega Boulevard & West 120th Street,
- La Cienega Boulevard & El Segundo Boulevard,
- El Segundo Boulevard & I-405 Northbound Ramps, and
- Inglewood Avenue & Imperial Highway.

CEQA prohibits use of a truncated study area to avoid disclosing a project's impacts. The California Supreme Court emphasized that an EIR may not ignore the regional impacts of a project approval, including those impacts that occur outside of its borders; on the contrary, a regional perspective is required." *Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal.3d 553, 575. An EIR must analyze environmental impacts over the entire area where one might reasonably expect these impacts to occur. *See Kings County Farm Bureau v. City of Hanford* (1990) 221 Cal.App.3d 692, 721-23. This principle stems directly from the requirement that an EIR analyze all significant or potentially significant environmental impacts. Pub. Res. Code §§ 21061, 21068. An EIR cannot analyze all such environmental impacts if its study area does not include the geographical area over which these impacts will occur. As we discuss below, the DEIR's flawed study area also implicates its analysis of cumulative traffic impacts.

Response: Nowhere on page 4.4-3 of the Draft EIR nor anywhere else in the Draft EIR is it asserted "that only an insignificant amount of the construction traffic will travel east on La Cienega Boulevard, south of Imperial Highway or Interstate 105, or north of Westchester Parkway or Howard Hughes Parkway." as claimed by the commentor. The construction traffic impact analysis study area does encompass the geographical areas over which impacts are projected to occur. The basis for determining the construction traffic analysis study area is discussed in Section 4.4.2.1 of the Draft EIR. As explained therein, "[t]he construction traffic study area includes intersections and roadways that would be directly or indirectly affected by the construction of the proposed project…The construction traffic study area for this analysis includes those roads and intersections that would most likely be used by employee and truck traffic associated with construction of the proposed project…The construction traffic study area depicted in Figure 4.4-1 [approximately 12 square miles in area] was defined to incorporate the local area roadways that serve as the primary travel paths that would be used by construction traffic to access the proposed project site, equipment, materials staging, and parking areas." Construction delivery vehicle travel paths would be regulated according to the construction traffic management

plan detailed in Section 4.4.8 of the Draft EIR. Furthermore, the construction-related trips are comprised of three sources of traffic that affect the off-Airport roadway system consisting of truck delivery trips, construction employee trips, and shuttle bus trips required to transport employees to/from their assigned parking areas to their construction site. In accordance with the travel paths described in Section 4.4.8, truck delivery trips would be required to use the freeway system to access the Airport. As a result, these truck trips would have no effect within the study area except those in the direct route between the freeway terminus points and the staging areas. For the reasons described above, it is appropriate to use the study area defined in the Draft EIR for the construction surface transportation analysis.

The intersections included in the construction traffic analysis for the proposed Project are identical to those evaluated for the construction traffic analysis in the LAX Landside Access Modernization Program EIR.[1] The additional off-airport intersection locations listed by the commentor were included as part of an operational analysis for the LAX Landside Access Modernization Program,[2] which is a separate analysis aside from the construction traffic analysis for the LAX Landside Access Modernization Program, and includes a more expansive study area due to the level and type of trip generation associated with the LAX Landside Access Modernization Program construction traffic versus the LAX Landside Access Modernization Program operational traffic. However, as stated on pages 75 and 76 of the Initial Study performed for the proposed LAX T2/T3 Modernization Project (included in Appendix A of the Draft EIR), relative to operational traffic, the overall CTA peak vehicle traffic hour is driven by the peak passenger activity at each terminal in the CTA. Peak passenger activity is based on passenger demand and airline scheduling practices. Peaking characteristics are therefore unique to each terminal and also to each level of the CTA (either departures or arrivals levels) and are subject to change for a variety of reasons irrespective of the project. Airlines operating anywhere at the airport may alter their flight schedules as each sees fit to accommodate their passengers at different times throughout the day, scheduling different sizes of aircraft, to maximize gate usage. As such, implementation of the proposed project is not anticipated to result in a permanent and significant change in peak vehicle traffic hour characteristics at LAX that could otherwise occur if the Project is not implemented. Potential operational impacts would be less than significant and no further evaluation is required.

Implementation of the proposed project is not anticipated to result in a change in the number of passengers accommodated at LAX from what could otherwise occur in the absence of the project. Although the proposed project would result in up to four additional gates, the airport would continue to operate within the existing limitations, and passengers would not change their modes of transportation or their arrival and departure distribution patterns as a result of the proposed project. As such, and as documented in the proposed project Initial Study, potential impacts on the CTA roadways system and on the off-airport roadway network in the vicinity of LAX would be less than significant and no further evaluation of off-airport intersections is required.

While the commentor suggests that the Draft EIR construction traffic analysis is inadequate. It should be noted that the City of El Segundo recently prepared and certified an EIR in December 2015 for the El Segundo South Specific Plan, which includes construction of an additional 2.1 million square feet of development on 142 acres occurring over a seven year period. (El Segundo South Specific Plan Draft EIR, Sections 3.3 and 3.4.)[3] The EIR that the City of El Segundo prepared and certified for that project does not provide any analysis of construction traffic impacts. (El Segundo South Specific Plan Draft EIR, Section 5.2; certified in Resolution No. 4958.) Similarly, the City of El Segundo also prepared an EIR for the "Topgolf" project, which includes construction of a 67,000 square foot recreation facility. The EIR's traffic analysis for this project contains no discussion of construction traffic impacts.[4] Unlike the EIRs prepared by City of El Segundo, the LAX T2/3 Modernization Project Draft EIR included detailed analysis of construction traffic.

[1] City of Los Angeles, Los Angeles World Airports, Draft Environmental Impact Report for Los Angeles International Airport (LAX) Landside Access Modernization Program, (SCH 2015021014), Section 4.12.3, Construction Surface Transportation, September 2016, Available: http://www.connectinglax.com/informed.html. The LAMP Final EIR provided a detailed response to the City of El Segundo explaining the differences in the geographic scope of a construction traffic analysis versus an operational analysis. (See LAMP Final EIR, Response to Comment LAMP-AL00008-35, which is available online at: http://www.connectinglax.org/files/LAX_LAMP_Final_EIR_Vol_11_20170217.pdf. Additional information on this issue was also provided in LAWA Post-Final EIR Responses to Comments to the City of El Segundo, which are available online at: http://clkrep.lacity.org/onlinedocs/2017/17-0276-S1%20%20_misc_05-15-2017.pdf (See Response to Comment LAMP-F-AL00001-7.)

[2] City of Los Angeles, Los Angeles World Airports, Draft Environmental Impact Report for Los Angeles International Airport (LAX) Landside Access Modernization Program, (SCH 2015021014), Section 4.12.2, Off-Airport Transportation, September 2016, Available: http://www.connectinglax.com/informed.html; City of Los Angeles, Los Angeles World Airports, Final Environmental Impact Report for Los Angeles International Airport (LAX) Landside Access Modernization Program, (SCH 2015021014), Chapter 3, Corrections and Additions to the Draft EIR, February 2017, Available: http://www.connectinglax.com/informed.html.

[3] El Segundo South Specific Plan Draft EIR available online at: http://elsegundo.org/depts/planningsafety/planning/el_segundo_south_specific_plan_draft_eir.asp. El Segundo Agenda Report dated January 19, 2016 available online at: http://www.elsegundo.org/civicax/filebank/blobdload.aspx?BlobID=14546 ["On December 15, 2015, the City Council adopted Resolution No. 4958 certifying the Environmental Impact Report (Environmental Assessment No. EA-905) for the El Segundo South Campus Specific Plan project."]]

[4] El Segundo Topgolf Draft EIR available online at: http://elsegundo.org/depts/planningsafety/planning/ea_1135_top_golf_environmental_initial_study/ea_1135_top_gofl_draft_eir/default.asp

T2/3-AL00001-14

Comment: **C. The DEIR Fails to Adequately Analyze the Project's "Temporary" Traffic Impacts.**

Similar to the flawed approach taken in the LAMP EIR, this DEIR's traffic analysis focuses only on the roads and intersections that would be used by construction employees and truck traffic associated with construction of the Project. DEIR at 4.4-3. While an analysis of these roads and intersections is important, these are not the only locations that would be impacted by this lengthy construction project. Construction operations and activities would inevitably require road and/or lane closures have the potential to cause traffic to back up on adjacent roads and intersections. Construction trucks traveling along the planned haul routes would also likely cause motorists to detour to alternative, less-congested roadways. The DEIR's failure to evaluate impacts at these other locations is an egregious error.

Construction projects at airports are notorious for causing massive traffic jams. *See, e.g.*, "Report: LAX Traffic Could be Getting a Whole Lot Worse," E. Chiland, Curbed Los Angeles, March 10, 2016, attached as Exhibit M; "Construction at LaGuardia Airport Causing Gridlock, Traffic Nightmares," J. Einiger, ABC News, August 23, 2016, attached as Exhibit N. Construction projects at airports are unlike construction projects on a typical city block. If a project is constructed in Downtown Los Angeles, for example, motorists have a variety of alternative routes to choose from to reach their destination. In other words, they can simply avoid traveling near the construction site. Motorists with flights to/from LAX, however, have no choice; they cannot avoid construction activities at the airport unless they travel by transit. Moreover, rebuilding in the limited confines of an operating airport, because there are so few roads accessing the terminals, will inevitably cause traffic to spill over to off-airport roads and even cause massive back-us on freeways such at the I-405. This is especially likely at a major airport like LAX which brings about 76,000 vehicles per

day into the airport's central terminal area and more than 6,000 vehicles into the airport every hour.[12]

The DEIR does nothing more than pay lip service to these types of impacts. The document does identify thresholds of significance intended to address what the DEIR refers to as "temporary" construction impacts. DEIR at 4.4-27, -28. These thresholds state that the Project would result in a significant impact if lanes are closed for more than one day or if the Project results in the loss of vehicular access *for more than one day*. *Id*. emphasis added. Yet, rather than actually analyze the Project's construction-related impacts against these thresholds, the DEIR provides a superficial, one-paragraph discussion before concluding that impacts would be less than significant. Unfortunately,
this truncated discussion raises more questions than it answers.

For example, the DEIR simply states that lane closures would occur during the night shift whenever possible, and that it is unlikely that lane closures would be required for any extended period of time. DEIR at 4.4-29. The DEIR does not identify the locations of these lane closures. The phrases "whenever possible" and "extended period of time" are never defined and are therefore meaningless. CEQA requires that environmental impact analyses be detailed, complete, and reflect a good faith effort at full disclosure. CEQA Guidelines § 15151. Thus the document should provide a sufficient degree of analysis to inform the public about the proposed Project's adverse environmental impacts and to allow decisionmakers to make intelligent judgments. *Id*. Consistent with this requirement, the information regarding the project's impacts must be "painstakingly ferreted out." *Environmental Planning and Information Council of Western El Dorado County v. County of El Dorado* (1982) 131 Cal.App.3d 350, 357 (finding an EIR for a general plan amendment inadequate where the document did not make clear the effect on the physical environment).

Notwithstanding the DEIR's superficial discussion of "temporary" impacts, the document ultimately explains that the Project's construction could result in lane closures that could extend up to one week. In violation of its own significance thresholds, the DEIR concludes that these lengthy lane closures would not constitute a significant effect. Because the DEIR's own information confirms that the Project's construction-related impacts would be significant, the EIR must be revised and recirculated.

[12] *See* "A Better Flight Plan for LAX: L.A. Controller's Report Warns of Impending Traffic Crisis; Urges Improved Passenger Experience, Business Practices," *available at* http://www.lacontroller.org/lawa (last visited October 10, 2016).

Response: Please see Response to Comment T2/3-AL00001-13 for an explanation on how the study area was chosen for the construction traffic analysis.

As stated in Section 4.4-8 of the Draft EIR, Standard Control Measure LAX-ST-1, as revised in Chapter 3, Corrections and Additions to the Draft EIR, would be implemented to require that prior to any construction, LAWA shall require contractors to complete a construction traffic management plan (CTMP). The CTMP will include a description and illustrations of how the contractor will manage all construction related traffic during both peak and off-peak traffic periods. The CTMP will detail the haul routes, locations for variable message and other signs, construction deliveries, construction employee shift hours and parking locations, any lane striping changes and traffic signal modifications, and shuttle system operations, if any. The CTMP shall require approval of the LAWA Construction and Logistics Management (CALM) Team prior to implementation.

The CALM Team approval process will include multiple reviews addressing technical, scheduling and safety-related issues. Depending on the complexity and/or anticipated

impacts to traffic flow, detailed review meetings with the contractor may be required. Contractor compliance shall be monitored throughout the project. LAWA shall require contractors to implement and comply with the CTMP measures (Draft EIR Section 4.4.8) to reduce construction-related traffic impacts associated with projects at LAX. This includes temporary impacts during construction of the proposed project. The same types of measures have been successfully implemented on numerous LAX projects, including the Bradley West Project, Central Utility Plant Replacement Project, Crossfield Taxiway Project, and South Airfield Improvements Project, etc. These types of measures are ideal for handling construction roadway conditions that are likely to change from day to day over the duration of the construction period.

The proposed project involves the coordination and integration of several aspects of construction occurring on an interdependent basis and involve specialized equipment/crews depending upon the project component. There are often times when the precise scheduling of specific construction activities has to be modified within the context of the overall construction program. Examples include, but are not limited to, refinements/modification to construction techniques/activities which depend upon subsurface exploration which cannot occur until existing overlying structures and surfaces are removed (e.g., utility relocation), situations when certain predecessor construction activities do not start or end at the scheduled time, specialized construction equipment breaking down during the job or being unexpectedly out of service when needed, specialized subcontractors not being at the project site when planned due to other previously scheduled project components taking longer than expected that will affect the timing of construction activities on a day to day basis.

Given this day to day uncertainty, Measures LAX-ST-1(b) and (c) include provisions such as limiting construction deliveries and employee shift hours to off-peak hours to the extent possible. LAWA has been able to successfully implement these measures on past projects.[1] Similarly, Measure LAX-ST-1(a) limits lane closures to overnight hours to the extent possible. The adequacy of these types of construction traffic mitigation measures was addressed by the Court of Appeal in *Neighbors for Smart Rail v. Exposition Metro Line Construction Authority* (2012) Case No. B232655. While this case was reviewed by the Supreme Court, this issue was not overturned. More specifically, the Court of Appeal upheld the construction traffic management mitigation noting "The EIR contemplated that major arteries will not be closed during nonweekend and nonevening hours without that approval, which is an acceptable performance standard….Petitioner has demonstrated no inadequacy in the Expo Authority's construction mitigation measures." (Slip Opinion at 39.) The specific language of the *Expo* mitigation measures are provided in the footnote below.[2] These mitigation measures from *Neighbors for Smart Rail* are nearly identical to Standard Control Measure LAX-ST-1.

While the commentor suggests that the Draft EIR needs to provide a more detailed construction traffic analysis, it should be noted that the City of El Segundo recently prepared and certified an Environmental Impact Report in December 2015 for the El Segundo South Specific Plan, which includes construction of an additional 2.1 million square feet of development on 142 acres occurring over a seven year period. (El Segundo South Specific Plan Draft EIR, Sections 3.3 and 3.4.)[3] The EIR that the City of El Segundo prepared and certified for that project does not provide any analysis of construction traffic impacts. (El Segundo South Specific Plan Draft EIR, Section 5.2; certified in Resolution No. 4958.) Similarly, the City of El Segundo prepared an EIR for the "Topgolf" project, which includes construction of a 67,000 square foot recreation facility. The EIR's traffic analysis for this project contains no discussion of construction traffic impacts.[4] Unlike the EIRs prepared by the City of El Segundo, the LAX T2/T3 Modernization Project Draft EIR included detailed information on both construction phasing and traffic.

As noted in Section 4.4.4.4, Temporary Transportation Impacts during Construction, of the Draft EIR, a significant impact on traffic during construction would occur if the proposed project would result in one or more of the following conditions:

- Result in temporary lane, alley, or street closures within a major or secondary highway right-of-way for more than one day.
- Result in the loss of regular vehicular or pedestrian access to airport, commercial, or industrial facilities for more than one day.
- Result in the temporary loss for more than one day of an existing bus stop or rerouting of a bus route.

Contrary to the commentor's assertion, the Draft EIR correctly evaluated the temporary traffic impacts during construction against these thresholds. As stated in Section 4.4.5.3 of the Draft EIR, it is unlikely that lane closures would be required for any extended period of time. There is the possibility that a short-term lane closure on the upper level roadway within the CTA may be needed at some point, but it is unlikely to exceed one week. The upper level roadway is not a major or secondary highway. A single lane closure of the upper level roadway would not result in the loss of regular or vehicular pedestrian access to the airport; traffic and pedestrians would still be able to access all terminals. The Draft EIR correctly states that, "Although lane closures may exceed one day, the lane closures would not occur on a major or secondary highway, they would not result in the loss of vehicle or pedestrian access to the Airport, nor would they result in the loss of a bus stop or route; therefore, based on the thresholds described above in Section 4.4.4.4, transportation impacts of temporary lane closures associated with construction of the proposed project would be less than significant."

1. LAX Mitigation Monitoring and Reporting Program 2015 Annual Progress Report: http://www.lawa.org/uploadedFiles/OurLAX/Past_Projects_and_Studies/Past_Publications/MMRP_2015.pdf

2 *Expo* Mitigation Measures that were upheld by the Court of Appeal **(MM CON-2)** include "Worksite Traffic Control Plans (WTCP) and Traffic Circulation Plans, including identification of detour requirements, will be formulated in cooperation with" the cities and other affected jurisdictions "in accordance with the Work Area Traffic Control Handbook (WATCH) manual and Manual on Uniform Traffic Control Devices (MUTCD) as required by the relevant municipality." The WTCP"s "will be based on lane requirements and other special requirements defined by" the LADOT and the other municipalities "for construction within their city and from other appropriate agencies for construction in those jurisdictions." These plans must also "be designed to maintain designated Safe Routes to School wherever possible during times of the year when nearby schools are in session." **(MM CON-3),** no designated major or secondary highway will be closed to vehicular or pedestrian traffic "except at night or on weekends, unless approval is granted by the jurisdiction in which it is located."

3 El Segundo South Specific Plan Draft EIR available online at: http://elsegundo.org/depts/planningsafety/planning/el_segundo_south_specific_plan_draft_eir.asp. El Segundo Agenda Report dated January 19, 2016 available online at: http://www.elsegundo.org/civicax/filebank/blobdload.aspx?BlobID=14546 ["On December 15, 2015, the City Council adopted Resolution No. 4958 certifying the Environmental Impact Report (Environmental Assessment No. EA-905) for the El Segundo South Campus Specific Plan project."]

4 El Segundo Topgolf Draft EIR available online at: http://elsegundo.org/depts/planningsafety/planning/ea_1135_top_golf_environmental_initial_study/ea_1135_top_gofl_draft_eir/default.asp.

T2/3-AL00001-15

Comment: The revised analysis must take into account the Project's cumulative construction-related impacts. As discussed below, LAX is planning myriad large-scale projects with simultaneous construction schedules. The revised EIR must analyze how the traffic from all of these projects would effect the local and regional roadway system.

Response: The construction traffic analysis, as detailed in Section 4.4, Construction Surface Transportation, of the Draft EIR, includes an analysis of the cumulative construction-related traffic impacts on the surrounding roadway system from construction of the proposed project as well as projects at LAX anticipated to be under construction concurrent with the proposed project.

Section 4.4.3.8 of the Draft EIR discusses the components of traffic for the future cumulative traffic condition. As stated in Section 4.4.3.8, development projects considered in the cumulative impact analysis include LAX Master Plan projects as well as other capital improvement projects undertaken by LAWA and other local agencies. Based on information available at the time the construction traffic analysis for the proposed project was prepared, the development projects forecasted to be under construction concurrent with the proposed project construction (October 2017 through December 2023) and of a nature that would contribute to cumulative traffic impacts were identified.

Table 4.4-5 of the Draft EIR summarizes the estimated construction costs, and the assumed start and end dates of construction for the proposed project and each of the cumulative projects that are forecasted to be under construction concurrent with the proposed project. Furthermore, Figure 4.4-4 provides estimated employee hours by month for the proposed project and the cumulative construction projects that are forecasted to be under construction concurrent with the proposed project construction period. The figure includes all construction projects that are forecasted to occur over the course of the construction period for the proposed project. As shown in the figure, the overall cumulative peak of construction activity estimated to occur simultaneous with construction of the proposed project is November 2019. Additionally, the estimated a.m. and p.m. peak hour vehicle trips associated with the proposed project and the eight concurrent construction projects during November 2019 (cumulative peak period) are provided in Table 4.4-6.

Considering the components detailed in Section 4.4.3.8, the results of the cumulative construction-related traffic impacts analysis are summarized in Section 4.4.5.2. This comparison was conducted in two steps, which is consistent with State CEQA Guidelines Section 15130. An initial comparison was conducted by comparing the LOS (v/c) associated with peak cumulative traffic volumes with the baseline levels of service. This initial comparison was conducted to determine if there would be a significant cumulative impact. If a significant cumulative impact was determined, then an additional comparison was conducted to determine if the proposed project would make a cumulatively considerable contribution to the significant cumulative impact. This second comparison was conducted by comparing cumulative conditions with and without the proposed project. Cumulatively considerable contributions are realized when the thresholds of significance defined in Section 4.4.4 of the Draft EIR are met or exceeded. If the project's contribution to a significant cumulative impact is not determined to be cumulatively considerable, then the project's impact under cumulative conditions is considered less than significant. The results of the cumulative analysis are summarized in Table 4.4-9 and Table 4.4-10 of the Draft EIR, which indicate that the proposed project's contribution to significant cumulative impacts would be cumulatively considerable at two intersections.

Please also see Response to Comment T2/3-AL00001-17 below.

T2/3-AL00001-16

Comment: **D. The DEIR Fails to Adequately Analyze Impacts to El Segundo From Construction-related Haul Trucks.**

The proposed Project would result in a substantial increase in truck traffic, particularly on West Imperial Highway along the northern edge of El Segundo's city limits. In fact, as much as 67 percent of the Project-related trucks would use West Imperial Highway, as follows:

- 32 percent regional trips to/from the east on I-105;
- 23 percent regional trips to/from the south on I-405;
- 5 percent local trips to/from the east on West Imperial Highway;
- 5 percent local trips to/from the south on Sepulveda Boulevard; and
- 2 percent local trips to/from the south on Aviation Boulevard. See DEIR Figure 4.4-3 at p. 4.4-20.

According to MRO Engineers, trucks have an inordinate adverse effect on traffic operations and safety, due to their size and operating characteristics, particularly with regard to slower acceleration, longer braking distances, and the need for greater separation between vehicles. MRO Report at 5. The DEIR largely ignores the effects these trucks would have on West Imperial Highway and the Project's other haul routes. For example, the DEIR does not analyze the potential safety-related impacts associated with mixing automobile traffic with a substantially increased volume of heavy-truck traffic. Nor does the DEIR provide *any* analysis of the effect that trucks have on pavement condition. The addition of substantial volumes of heavy trucks will take a toll on the condition of the pavement on West Imperial Highway and the Project's other haul routes. Because the DEIR does not evaluate this impact, it also fails to identify any alternatives or mitigation. The revised EIR must do so, including an evaluation of other feasible haul routes and the identification of measures to maintain roads used for LAX-related construction projects, in an acceptable condition. As regards West Imperial Highway in particular, the revised EIR should include a measure requiring that LAWA commit to the complete reconstruction (base and surface) of this roadway. Following reconstruction, LAWA must commit to regular resurfacing as needed to ensure that the Pavement Condition Index remains in the good (A-rated) range.

Response: In accordance with Standard Control Measure LAX-ST-1, described in Section 4.4.8, as revised in Chapter 3, Corrections and Additions to the Draft EIR, for dirt, aggregate, bulk cement, and all other materials and equipment, truck deliveries to the LAX area shall be on designated routes only (freeways and non-residential streets). Designated truck routes shall be limited to:

1. Aviation Boulevard (Imperial Highway to Manchester Boulevard);
2. Manchester Boulevard (Aviation Boulevard to I-405);
3. Florence Avenue (Aviation Boulevard to I-405);
4. La Cienega Boulevard (north of Imperial Highway);
5. Pershing Drive (Westchester Parkway to Imperial Highway);
6. Westchester Parkway (Pershing Drive to Sepulveda Boulevard);
7. Century Boulevard (Sepulveda Boulevard to Aviation Boulevard);
8. Sepulveda Boulevard (Westchester Parkway to Imperial Highway);
9. Imperial Highway (Pershing Drive to I-405);
10. I-405; and
11. I-105.

As described in Section 4.4.3.7, and presented on Figure 4.4-3, construction-related haul trucks would use the regional freeway system (I-405 and I-105), Imperial Highway, and La

Cienega Boulevard to access the primary construction staging area; or the regional freeway system (I-405 and I-105), Imperial Highway, Pershing Drive, and Westchester Parkway to access the optional primary construction staging area. These routes were identified to be the most feasible routes while also considering Standard Control Measure LAX-ST-1.

Given these haul routes would be traveling along freeways and major arterials, such as Imperial Highway, that already are high-volume routes, relatively small increases in construction traffic would not significantly increase the traffic volumes along these routes. As identified in Table 4.4-4 in Section 4.4.3.7, Construction Surface Transportation, of the Draft EIR, during the peak hour during the peak month of construction, there would be 6 roundtrip haul truck trips utilizing all haul routes identified for the proposed project. As identified on Figure 4.4-3 in Section 4.4.3.7 of the Draft EIR, all of the haul truck volume are conservatively assumed (i.e., worst-case) to utilize Imperial Highway regardless of which construction staging area is assumed (proposed primary or optional primary). Also, as indicated on page 8 in Appendix D.2 of the Draft EIR, estimated 2019 intersection volumes at Imperial Highway and Pershing Drive (westbound on Imperial Highway turning right on Pershing) is 1,994 during the a.m. peak hour. Thus, the additional six (6) construction truck trips associated with the proposed project would represent less than one (1) percent of the total vehicles turning at this intersection during the morning peak hour (6 of 1,994 total vehicles).

LAWA will continue to consult with the agencies responsible for maintenance of Imperial Highway and other roadways to identify any issues during construction with the condition of the haul routes.

Also, it is important to note, regarding the commentor's indication that trucks have an "inordinate adverse effect on traffic operations and safety," the construction traffic impacts analysis accounts for such characteristics through the application of a "passenger car equivalent" (PCE) factor to truck trips. As described in Section 4.4.3.7 of the Draft EIR, specifically, page 4.4-16, a PCE factor of 2.5 was applied to truck trips, indicating that each truck trip would have 2.5 times the impact that would otherwise occur from a passenger vehicle, which reflects various aspects of truck operations such as slower acceleration, longer braking distances, and greater seperation between vehicles. Despite the commentor's assertions, trucks do not represent an inherent safety danger. Construction vehicles are limited to designated truck routes, as outlined in Draft EIR Section 4.4.8. California commercial truck drivers, who would be operating construction trucks, are subject to heightened licensing standards above any beyond those required by federal standards.[1] This includes numerous safety protocols, as outlined in the California Department of Motor Vehicles' California Commercial Driver Handbook (weblink provided below). Trucks are also limited to decreased speeds on California highways. (California Vehicle Code Section 22406.) These trucks routes have been safely utilized by nearly every construction project at LAX over the last decade.

The commentor also asserts the "DEIR [does not] provide *any* analysis of the effect that trucks have on pavement condition." LAX existing planning addresses maintenance of haul route pavement conditions. More specifically, LAX Master Plan Commitment ST-17, Maintenance of Haul Routes, provides that haul routes on off-airport roadways will be maintained and comply with City of Los Angeles and other appropriate jurisdictional requirements for maintenance. As noted on page 30 of LAWA's LAX Master Plan Mitigation Monitoring and Reporting Program 2015 Annual Progress Report, this is an ongoing effort and continues to be implemented.[2]

While the commentor suggests that the Draft EIR should have included analysis of pavement conditions and truck safety, it should be noted that the City of El Segundo recently prepared and certified an EIR in December 2015 for the El Segundo South Specific Plan, which includes construction of an additional 2.1 million square feet of development

on 142 acres occurring over a seven year period. (El Segundo South Specific Plan Draft EIR, Sections 3.3 and 3.4.)[3] The EIR that the City of El Segundo prepared and certified for that project does not provide any analysis of pavement or truck safety. (El Segundo South Specific Plan Draft EIR, Section 5.2; certified in Resolution No. 4958.)

[1] California Department of Motor Vehicles, California Commercial Driver Handbook, available: https://www.dmv.ca.gov/web/eng_pdf/comlhdbk.pdf.

[2] City of Los Angeles, Los Angeles World Airports, LAX Master Plan Mitigation Monitoring and Reporting Program (MMRP) 2015 Annual Progress Report, available: http://www.lawa.org/uploadedFiles/OurLAX/Past_Projects_and_Studies/Past_Publications/MMRP_2015.pdf.

[3] El Segundo South Specific Plan Draft EIR available online at: http://elsegundo.org/depts/planningsafety/planning/el_segundo_south_specific_plan_draft_eir.asp. El Segundo Agenda Report dated January 19, 2016 available online at: http://www.elsegundo.org/civicax/filebank/blobdload.aspx?BlobID=14546 ["On December 15, 2015, the City Council adopted Resolution No. 4958 certifying the Environmental Impact Report (Environmental Assessment No. EA-905) for the El Segundo South Campus Specific Plan project"].

T2/3-AL00001-17

Comment: **E. The DEIR's Analyze of Cumulative Traffic Impacts is Legally Inadequate.**

An EIR must discuss a Project's significant cumulative impacts. CEQA Guidelines § 15130(a). A legally adequate cumulative impacts analysis views a particular project over time and in conjunction with other related past, present, and reasonably foreseeable future projects whose impacts might compound or interrelate with those of the project at hand. "Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time." CEQA Guidelines § 15355(b).

A project has a significant cumulative effect if it has an impact that is individually limited but "cumulatively considerable." *Id.* §§ 15065(a)(3), 15130(a). "Cumulatively considerable" is defined as meaning that "the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects." *Id.* § 15065(a)(3). Cumulative impacts analysis is necessary because "environmental damage often occurs incrementally from a variety of small sources [that] appear insignificant when considered individually, but assume threatening dimensions when considered collectively with other sources with which they interact." *Communities for a Better Env't v. Cal. Res. Agency* (2002) 103 Cal.App.4th 98, 114. Here, the DEIR's analysis of cumulative impacts is incomplete, cursory and superficial.

As an initial matter, although the DEIR identifies 26 past, present, and reasonably foreseeable future projects that would be developed at or adjacent to LAX, it includes only eight of these projects in the cumulative traffic analysis. *See* Tables 3-1 and 4.4-6. The DEIR ignores the traffic generated by the other eighteen LAX projects claiming that they would have no impacts because they would not have concurrent construction schedules. DEIR at 4.4-19. Compounding this error, the DEIR acknowledges another 212 probable development projects in the vicinity of LAX, i.e., the Cities of Los Angeles, Culver City, El Segundo, Manhattan Beach, Lawndale, Inglewood, Hawthorne, and the County of Los Angeles (*see* DEIR Table 3-2), but it also does not include the traffic from these projects in its cumulative impact analysis.

The DEIR's failure to analyze the impacts from all of these related projects is a clear violation of CEQA's requirements. The fact that these other projects may not be under construction at the same time is not the only factor that must be considered. The DEIR must analyze traffic from all of the projects (both airport and non-airport projects) if the

traffic from those other projects would compound or interrelate with the proposed Project's traffic impacts.

The DEIR's failure to thoroughly analyze the Project's cumulative traffic impacts is not a trivial detail. Some proportion of the trucks used to construct these 238 projects in the LAX vicinity will inevitable travel on El Segundo roads. As discussed above, construction projects which result in a substantial increase in the volume of trucks on area roadways increase the risk of automobile-truck accidents. In addition, trucks also result in substantial deterioration in roadway pavement.

The revised EIR must identify the total number of truck trips that would travel on El Segundo roads from all of these development projects and analyze the effects that this massive increase in truck traffic would have on roadway safety and pavement condition. The EIR must identify feasible mitigation measures as these impacts will certainly be significant.

Response: The determination of future cumulative traffic conditions are described in Section 4.4.2.4 of the Draft EIR. Cumulative traffic conditions were assessed for the period during the overall proposed project construction program when the cumulative construction traffic associated with other LAX development programs would be greatest. The results of the cumulative construction traffic analysis, including any cumulatively considerable impacts, are summarized in Section 4.4.5.2, in particular Table 4.4-9 (proposed primary construction staging area) and Table 4.4-10 (optional primary construction staging area).

The projects listed in Table 4.4-5 represent those development projects that are forecasted to be under construction concurrent with the proposed project; this list of probable future projects is shorter than the list presented in Table 3-1 in Chapter 3, Overview of Project Setting, because it only includes projects that would be under construction concurrent with the proposed project construction. As stated in Section 4.4.3.8 of the Draft EIR, the cumulative construction traffic analysis is representative of a time period when the cumulative construction traffic associated with other LAX development programs would be greatest, which was estimated to occur in November 2019. Therefore, the cumulative construction traffic analysis includes those projects anticipated to occur during November 2019. These projects, along with estimated a.m. and p.m. peak hour vehicle trips (including passenger car equivalent haul truck trips), are depicted in Table 4.4-6.

Although a number of cumulative projects are listed in Section 3.4 (212 projects), at the time of the analysis, no specific information was known about the construction details of each project, including the start/end dates or construction trip estimates. Therefore, the construction analysis assumed a two percent annual growth in background traffic which produces a conservative traffic volume scenario that would account for construction-related traffic in the event that some of these construction projects are initiated during the timeframe evaluated for this study, and would happen to occur during the cumulative construction peak month of the proposed project (November 2019). Consequently, the EIR utilized a highly conservative hybrid analysis using both anticipated growth projections, as well as known projects. LAWA could have simply utilized growth projections (CEQA Guidelines Section 15130(b)(1)(B); *Rialto Citizens for Responsible Growth v. City of Rialto* (2012) 208 Cal.App.4th 899, 933, nevertheless LAWA conservatively also incorporated traffic from specific known projects.

The commentor also asserts that "EIR must identify the total number of truck trips that would travel on El Segundo roads from all of these development projects and analyze the effects that this massive increase in truck traffic…" Cumulative traffic conditions, including those intersections in proximity to the City of El Segundo were described in Draft EIR Tables 4.4-9 and 4.4-10. The specific traffic volumes associated with this intersection analysis are discussed in Draft EIR Appendix D, Section D.2 "Study Area Intersection

Volumes" (as revised in Chapter 3, Corrections and Additions to the Draft EIR), which includes discussion of cumulative 2019 conditions with and without the proposed project.

As discussed in Section 4.4.8 and in Response to Comment T2/3-AL00001-19 below, LAWA would implement Standard Control Measure LAX-ST-1, as revised in Chapter 3, Corrections and Additions to the Draft EIR, to reduce construction traffic-related impacts on area roadways. In accordance with LAX-ST-1, prior to initiation of construction, LAWA will require contractors to complete a construction traffic management plan (CTMP). The CTMP will include a description and illustrations of how the contractor will manage all construction related traffic during both peak and off-peak traffic periods. The CTMP will address for variable message and other signs, construction deliveries, construction employee shift hours and parking locations, any lane striping changes and traffic signal modifications, and shuttle system operations, if any. The CTMP shall require approval of the LAWA Construction and Logistics Management (CALM) Team prior to implementation.

The CALM Team approval process will include multiple reviews addressing technical, scheduling and safety-related issues. Depending on the complexity and/or anticipated impacts to traffic flow, detailed review meetings with the contractor may be required. Contractor compliance shall be monitored throughout the project.

Please see Response to Comment T2/3-AL00001-16 regarding analysis of pavement conditions.

T2/3-AL00001-18

Comment: **F. The DEIR Fails to Mitigate the Project's Significant Construction Impacts.**

Notwithstanding the DEIR's faulty traffic analysis, it concludes that certain cumulative impacts would be significant and unavoidable. DEIR at 4.4-40. We disagree that these impacts are unavoidable. Because LAWA is the lead agency and the sponsor for at least 26 of the projects that are contributing to these significant effects, the agency certainly could eliminate certain projects or, at a minimum, stagger their implementation.

Response: It is unclear as to where, and how, the commentor came up with "LAWA is the lead agency and the sponsor for at least 26 of the projects are contributing to these significant [cumulative traffic] effects." There is a total of 22 projects listed in Table 4.4-5, Construction Projects Concurrent with the Proposed Project Construction Period, on page 4.4-21 of the Draft EIR, one of which, the Airport Metro Connector (AMC) 96th Street Transit Station, is a Metro project and not a LAWA project. So, at most, there are 21 LAWA projects contributing to the cumulative construction traffic impacts.

Regardless, as described in Section 4.4.5 of the Draft EIR and reiterated in Sections 4.4.6 and 4.4.7, the proposed project's contribution would be cumulatively considerable at two significantly impacted intersections (Century Boulevard and Sepulveda Boulevard [Intersection #5] and Imperial Highway and I-105 Ramp [Intersection #14]), and the factors related to that cumulatively considerable contribution are particular to the T2/T3 Modernization Project. More specifically, the project's cumulatively considerable contribution to the impact at the intersection of Century Boulevard/Sepulveda Boulevard would occur in the AM peak-hour and would only occur if/when project construction requires a swing-shift (11:00 p.m. to 7:00 a.m.). The commentor's suggestion that LAWA "eliminate certain projects or, at a minimum, stagger their implementation" in order to avoid this significant cumulative impact is not feasible, especially given that there would still be future background traffic growth at that intersection regardless of LAWA's other projects and the timing and even the certainty of the subject impact occurring is unknown (i.e., impact would only occur if/when a swing-shift is needed). With regard to the project's cumulatively considerable contribution to the impact at the intersection of Imperial Highway/I-105 Ramp, this impact is specific to the current restrictions on vehicles exiting the potential staging area on La Cienega Boulevard. As described in Section 4.4.6 of the

Draft EIR, vehicles exiting the subject staging area can only turn right onto La Cienega Boulevard, which for trucks seeking freeway access, forces them to proceed south on La Cienega Boulevard and then west on Imperial Highway to the I-105 ramp at Imperial Highway. This truck travel path, which leads to the significant cumulative impact at the intersection of Imperial Highway/I-105 Ramp, is particular to characteristics (restrictions) of the project staging area. As future traffic volumes increase at this intersection even with growth in background traffic alone, the project-related traffic would still impact the intersection.

Additionally, with regard to staggering LAWA projects in order to avoid significant cumulative traffic impacts, Figure 4.4-4 in the Draft EIR provides a bar chart of the estimated construction worker hours for the various projects considered in the cumulative construction traffic analysis. The bar chart illustrates the complexity of how the anticipated construction schedules for the various projects overlap. Trying to now shift those construction schedules to address the construction peak identified for November 2019, when the project's significant cumulative impacts are anticipated to occur, in not only infeasible, but is likely to simply shift the cumulative construction peak to a different time, providing no assurance that the currently projected significant cumulative impact would be avoided (i.e., the aforementioned unique aspects of the project's contribution to cumulative construction traffic impacts would still be the same no matter when the cumulative peak occurs).

Also, postponing implementation of the proposed project in an attempt to avoid the cumulative traffic peak period would delay and hinder the ability to meet the objectives of the project, presented in Section 2.3 of the Draft EIR, including those that are time sensitive and needed now. These include meeting Transportation Security Administration and U.S. Customs and Border Protection requirements for security and customs screening, modernizing and revitalizing existing T2 and T3 in order to improve passenger service, and providing improvements within each terminal in order to share functions and operations thereby improving efficiency and flexibility. CEQA defines "feasibility" in terms of "capable of being accomplished in a successful manner within a reasonable period of time." (CEQA Guidelines Section 21061.1). As shown in Figure 4.4-4 of the Draft EIR, in order for implementation of the proposed project to clearly avoid the construction traffic peak period during which the cumulatively considerable (significant) construction traffic impacts occur, the start of construction for the proposed project would need to be delayed until early- to mid-2021, which is not considered to be feasible (i.e., not accomplished within a reasonable period of time).

T2/3-AL00001-19

Comment: The DEIR does include one measure calling for LAWA to prepare a construction traffic management plan prior to initiation of construction. *See* DEIR at 4.4-40. As we explained in our comments on the LAMP EIR, the DEIR lacks the required evidentiary support that this measure—which merely punts the problem to a later date—would even begin to address the complexities and challenges that would accompany this major construction project. *See* El Segundo Comments on LAMP DEIR at 19-25. This letter identified a series of measures that LAWA could implement to reduce the LAMP project's construction-related traffic impacts. *Id.* Specifically, the LA Controller's Office recommended numerous actions that LAWA should undertake to manage the disruptions that would inevitably occur during that project's construction. *Id.* Those same measures should be implemented for the proposed Project to reduce the project-specific and cumulative construction-related impacts.

Response: LAWA would implement Standard Control Measure LAX-ST-1 (described in Section 4.4.8, as revised in Chapter 3, Corrections and Additions to the Draft EIR) to reduce construction

impacts on study area intersections. Among other things, this measure include provisions for detours, limitations on roadway closures, construction traffic management plans, including signage, noticing, flaggers, and sequencing limits. The same types of measures have been successfully implemented on numerous LAX projects, including the Bradley West Project, Central Utility Plant Replacement Project, Crossfield Taxiway Project, and South Airfield Improvements Project. These types of measures are ideal for handling construction roadway conditions that are likely to change from day to day over the duration of the construction period.

A detailed Construction Traffic Management Plan (CTMP) and schedule has not yet been developed. How construction will be implemented will be up to each contractor; they will be required to implement Standard Control Measure LAX-ST-1, but it will be up to each contractor to develop phasing plans and submit maintenance of traffic plans to LAWA for review and approval. Additionally, projects such as the proposed project involve the coordination and integration of several aspects of construction occurring on an interdependent basis and involve specialized equipment/crews depending upon the project component. There are often times when the precise scheduling of specific construction activities has to be modified within the context of the overall construction program. Examples include, but are not limited to, refinements/modification to construction techniques/activities which depend upon subsurface exploration which cannot occur until existing overlying structures and surfaces are removed (e.g., utility relocation), situations when certain predecessor construction activities do not start or end at the scheduled time, specialized construction equipment breaking down during the job or being unexpectedly out of service when needed, and specialized subcontractors not being at the project site when planned due to other previously scheduled project components taking longer than expected. Other factors may include the discovery of unknown existing subsurface features (pipelines, soils, etc.), that may affect the timing of construction activities on a day to day basis.

All elements of the proposed project will be required to implement Standard Control Measure LAX-ST-1, as well as comply with all City of Los Angeles procedures and regulations regarding lane closures, pedestrian access, and traffic safety.

As stated in the Industrial, Economic, & Administrative (IEA) Survey Report of Los Angeles World Airports (LAWA), the preparers "have already observed LAWA begin to implement some of the 2016 IEA Survey Report recommendations as a result of our preliminary briefings."[1] Specific to the proposed project, LAWA will have sufficient organizational oversight and staffing to successfully implement the T2/T3 Modernization Project EIR construction traffic Standard Control Measure LAX-ST-1. Proposed project procurements would provide contractual mechanisms to require that Standard Control Measure LAX-ST-1 be successfully implemented and enforced. All contractors charged with implementing the project will be required to adhere to Standard Control Measure LAX-ST-1, including providing adequate staffing and traffic engineering expertise to ensure that construction traffic impacts are minimized. Furthermore, the Coordination and Logistics Management Team (CALM), other City departments, and others as deemed appropriate would review and provide input into worksite traffic control plans and other traffic management plans for lane closures and detours. Prior to initiation of construction, contractors would be required to complete Construction Traffic Management Plans (CTMP), which would include a description of how the contractor will manage all construction-related traffic; therefore, allowing LAWA to be proactive in managing landside operations. LAWA has successfully implemented similar traffic control mitigation measures on past projects, as demonstrated in LAWA's Mitigation Monitoring and Reporting Progress Reports, which are provided on an annual basis and made available on LAWA's website.[2] Please also see Response to Comment T2/3-AL00001-14.

[1] KH Consulting Group, Industrial, Economic, & Administrative (IEA) Survey Report of Los Angeles World Airports (LAWA). February 2016, Available: https://d3n8a8pro7vhmx.cloudfront.net/controllergalperin/pages/332/attachments/original/1457807074/KHLAWAIEA2016.pdf?1457807074.

[2] Los Angeles World Airports, Mitigation Monitoring and Reporting Program (MMRP), Progress Reports, Available: http://www.lawa.org/ourLAX/AnnualReports.aspx?id=8067.

T2/3-AL00001-20

Comment: **IV. The DEIR Fails to Adequately Analyze the Project's Air Quality Impacts.**

A. The DEIR's Failure to Evaluate the Project's Operational Impacts is an Egregious Flaw.

The DEIR explains that emissions from aircraft and ground support equipment were not included in the air quality analysis because the Project would not increase aircraft operations or passenger volumes. DEIR at 4.1-1. Consequently, the DEIR's air quality analysis focuses exclusively on construction- and energy-related operational emissions. As discussed above, the assertion that the Project would not increase aircraft operations or passenger volumes disregards the effect that improved access to terminals would have on passenger numbers and flight operations. The modification of the terminals will result in capacity increases and operational changes that in turn will result in an increase in air emissions. Consequently, the EIR should be revised to identify the Project's potential to increase emissions from aircraft and ground support equipment.

Response: Section 4.1 (as modified in Chapter 3, Corrections and Additions to the Draft EIR) of the Draft EIR adequately examined all emissions related to the proposed project, specifically, construction emissions associated with implementation of the proposed project. In addition, as discussed in Section 4.1.1 of the Draft EIR, because the proposed project includes an increase in operational square footage, operational energy-related emissions were evaluated. As discussed in Responses to Comments T2/T3-AL00001-3 through T2/T3-AL00001-6, and as documented in Section 2.6 on page 2-27 of the Draft EIR, with additional information provided in Topical Response TR-T2/3-1, the same increases or decreases in passenger volumes would occur with or without the proposed project. As such, it is not appropriate or necessary to revise the air quality analysis included in Section 4.1 of the Draft EIR to address emissions from aircraft and ground support equipment.

T2/3-AL00001-21

Comment: **B. The DEIR's Analysis of the Project's Cumulative Air Quality Analysis is Riddled With Flaws.**

The DEIR's analysis of cumulative impacts suffers from several flaws which undermine the integrity of the analysis. First, the DEIR errs because it fails to recognize that the Project's increase in particulate emissions constitutes a cumulatively significant impact. Second, the DEIR fails to analyze the cumulative air quality effects from the related development projects in the region.

Response: Please see Responses to Comments T2/3-AL00001-22, T2/3-AL00001-23, and T2/3-AL00001-24 below.

T2/3-AL00001-22

Comment: **1. The Project's Increase in PM10 and PM2.5 Emissions Constitutes a Cumulatively Significant Impact.**

In the South Coast Air Basin, PM10 and PM2.5 levels exceed the National Ambient Air Quality Standards and the California Ambient Air Quality Standards. DEIR at 4.1-18. Ambient air quality standards define clean air, and are established to protect even the most sensitive individuals in our communities. An air quality standard defines the maximum amount of a pollutant that can be present in outdoor air without harm to the public's health.[13]

The DEIR concludes that the Project's potential to increase PM10 and PM2.5 emissions would be less than significant, i.e., less than the South Coast Air Quality Management District's thresholds of significance. *Id.* at 4.1-20. The DEIR determines that the proposed Project, together with other LAX-related projects would result in cumulatively significant PM10 and PM2.5 impacts but that the Project's contribution to these cumulative impacts would *not* be cumulatively considerable. *Id.* at 4.1-24. The DEIR's flawed approach for determining the Project's contribution to this cumulative impact has been explicitly rejected by the courts.

In *Kings County Farm Bureau*, the court invalidated an EIR that concluded that increased ozone impacts from the project would be insignificant because it would emit relatively minor amounts of precursor pollutants compared with the large volume already emitted by other sources in the county. 221 Cal.App.3d at 717-18. The court aptly stated, "The relevant question to be addressed in the EIR is not the relative amount of precursors emitted by the project when compared with preexisting emissions, but whether any additional amount of precursor emissions should be considered significant in light of the serious nature of the ozone problems in this air basin." *Id.* at 718. Similarly, in *Los Angeles Unified School District v. City of Los Angeles*, the court invalidated an EIR that deemed a project's cumulative traffic noise impact insignificant in light of existing traffic noise in the project area. 58 Cal.App.4th 1019, 1025-26.

Likewise here, the DEIR may not minimize the Project's cumulative PM10 and PM2.5 impacts given that the South Coast Air Basin already violates the PM10 and PM2.5 ambient air quality standards. Indeed, these existing adverse conditions weigh in favor of a finding of significance. *Kings County Farm Bureau*, 221 Cal.App.3d at 718. The EIR should be revised to recognize that the Project's contribution to this impact is significant and identify feasible mitigation measures or alternatives capable of reducing this impact.

[13] *See* California Air Resources Board Ambient Air Quality Standards, available at https://www.arb.ca.gov/research/aaqs/aaqs.htm (last accessed March 27, 2017).

Response: The South Coast Air Quality Management District (SCAQMD) defines particulate matter (PM) significance in terms of 24-hour and annual average incremental concentration thresholds in SCAQMD Rule 403. The Draft EIR correctly identifies maximum 24-hour and annual average concentration increments for PM10 and PM2.5 to be below the SCAQMD incremental concentration thresholds for both construction and operations associated with the proposed project. As a result, the Draft EIR correctly concludes a determination of less than significant for both PM10 and PM2.5 for both operations and construction of the proposed project.

With regard to the cumulative contribution of the project, page 4.1-23 of the Draft EIR includes a discussion of SCAQMD guidance on addressing cumulative impacts for air quality that the SCAQMD has provided. The SCAQMD guidance states: "As Lead Agency, the AQMD uses the same significance thresholds for project specific and cumulative

impacts for all environmental topics analyzed in the Environmental Assessment or EIR … Projects that exceed the project-specific significance thresholds are considered by the SCAQMD to be cumulatively considerable. … Conversely, projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively considerable."[1] The finding that the project was not cumulatively considerable was based on this guidance; the guidance specifically stated it was not based on a "*de minimis"* approach (which is similar to the cumulative impact approach *Kings County Farm Bureau*). A lead agency can reasonably rely on significance thresholds recommended by regulatory agencies such as SCAQMD. See *Rialto Citizens for Responsible Growth v. City of Rialto* (2012) 208 Cal. App4th 899,933.

Despite these findings, the Draft EIR identifies measures in Mitigation Measure LAX-AQ-1, as revised in Chapter 3, Corrections and Additions to the Draft EIR, intended to reduce PM emissions beyond reductions required by CEQA for significant impacts for PM control devices on off-road equipment, expedition of paving activities, use of on-site rock crushers, and expedient stabilization of graded surfaces as well as other measures.

[1] South Coast Air Quality Management District, 2003. White Paper on Potential Control Strategies to Address Cumulative Impacts on Air Pollution. Appendix D: Cumulative Impact Analysis Requirements Pursuant to CEQA, August. D-3.

T2/3-AL00001-23

Comment: **2. The DEIR Fails to Evaluate the Air Quality Impacts From Related Projects.**

As discussed above, the DEIR identifies 212 probable development projects in the City of Los Angeles and neighboring communities within the general vicinity of LAX. *See* DEIR at 3-4 and Table 3-2. The DEIR, however, fails to analyze how the emissions from these projects would impact air quality, claiming that such an analysis would be speculative because LAWA does not have information on each of the project's construction details. *Id.* at 4.1-24. Such dismissive treatment of these potentially significant air quality impacts is not adequate under CEQA. Rather, LAWA must "use its best effort to find out and disclose all that it reasonably can" regarding these project's air quality impacts. *Citizens to Preserve the Ojai v. Ventura* (1986) 176 Cal.App.3d 421, 431; *see also Laurel Heights Improvement Assn. v. Regents of the University of California* (1988) 47 Cal.3d 376, 399 ("*Laurel Heights I*") ("We find no authority that exempts an agency from complying with the law, environmental or otherwise, merely because the agency's task may be difficult.").

Response: As indicated in the third paragraph on page 4.1-24 of the Draft EIR, the cumulative construction-related emissions estimates presented in Table 4.1.1-9 of the Draft EIR are based upon project construction information known or reasonably assumed for the development projects listed in Table 3-1, as presented earlier in Section 3.4, Development Setting, of Chapter 3, Overview of Project Setting. The emissions estimates in Table 4.1.1-9 do not include potential construction-related emissions from the 200+ other probable development projects listed in Table 3-2 of Section 3.4 because quantification of construction-related emissions from those other projects, especially as related to potentially overlapping the construction-related emissions of the proposed LAX T2/T3 Modernization Project, would be speculative in light of not having more information related to construction timing, duration, and approach. In a qualitative analysis, the subject discussion goes on to state that it is reasonable to conclude, however, construction of those other development projects (e.g., the 200+ development projects listed in Table 3-2) would add to the air quality impacts that are already identified as being cumulatively significant, but would not change the related conclusion that only the proposed project's contribution to cumulative NO_X impacts would be cumulatively considerable. More specifically, the

cumulative construction emissions for CO, VOC, NOx, PM_{10}, and $PM_{2.5}$ shown in Table 4.1.1-9 for the cumulative projects from Table 3-1 would all be well above the applicable SCAQMD thresholds of significance.

The addition of emissions from the development projects listed in Table 3-2, notwithstanding the fact that trying to correlate the construction nature and timing of those other projects with the nature and timing of the LAX T2/T3 Modernization Project construction activities to determine construction overlap would be speculative, would not change the Draft EIR's conclusion that cumulative construction emissions for CO, VOC, NOx, PM_{10}, and $PM_{2.5}$ would be significant.

The only criteria pollutant not found to be cumulatively significant is SO_2, and given the statewide requirement for ultra-low sulfur diesel fuel in both on-road vehicles and off-road equipment, it is highly unlikely that cumulative emissions of SO_2 would be significant even if the other Probable Development Projects listed in Table 3-2 were included, especially given that the cumulative SO_2 emissions that are currently shown in Table 4.1.1-9 of the Draft EIR are almost 700 percent less than the SCAQMD threshold (i.e., SCAQMD threshold for SO_2 emissions is 6.75 tons per quarter and cumulative SO_2 emissions would be less than one ton per quarter).

In addition to the point that adding the construction emissions associated with the projects listed in Table 3-2, if that were even possible, would not change the Draft EIR conclusions regarding cumulatively significant construction emissions, such additional emissions would not affect the Draft EIR conclusion that only the NOx emissions associated with construction of the proposed LAX T2/T3 Modernization Project would be cumulatively considerable. That conclusion is based on the SCAQMD guidance described at the top of page 4.1-23 of the Draft EIR, which provides an acceptable approach to addressing the cumulative impacts issue for air quality; specifically, "As Lead Agency, the AQMD uses the same significance thresholds for project specific and cumulative impacts for all environmental topics analyzed in the Environmental Assessment or EIR … Projects that exceed the project-specific significance thresholds are considered by the SCAQMD to be cumulatively considerable. … Conversely, projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively considerable."[1] As indicated in Table 4.1.1-6 of the Draft EIR, only the NO_x emissions associated with construction of the proposed project would exceed the SCAQMD threshold of significance; hence, only the NO_x emissions would be cumulatively considerable.

Also, please note that "the mere existence of significant cumulative impacts caused by other projects alone shall not constitute substantial evidence that the proposed project's incremental effects are cumulatively considerable." (CEQA Guidelines Section 15064(h)(4).)

[1] South Coast Air Quality Management District, White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution, Appendix A: Background, August 2003, D-3.

T2/3-AL00001-24

Comment: Nor can the DEIR simply assume it is obligated to analyze only construction-related emissions from these other projects. Some of these projects would generate operational emissions as well. For example, the fueling station and Brotman Medical Center in Culver City; the 2,000,000 square foot Raytheon Campus Office Park Expansion Project, the "industrial addition," the Mattel Grand Way Project, the "warehouse, office and manufacturing" project in El Segundo; the gas station and the Chevron facility in Manhattan Beach; the office/warehouse project, gas station, Starbucks drive-through, the manufacturing/warehouse, and the Centinela Hospital expansion in Inglewood would likely

generate air pollutant emissions during their operational phases. *See* DEIR at 3-4 and Table 3-2.

Response: As indicated at the top of page 4.1-23 of the Draft EIR, the SCAQMD has provided guidance on an acceptable approach to addressing the cumulative impacts issue for air quality.[1] This guidance states as follows: "As Lead Agency, the AQMD uses the same significance thresholds for project specific and cumulative impacts for all environmental topics analyzed in the Environmental Assessment or EIR … Projects that exceed the project-specific significance thresholds are considered by the SCAQMD to be cumulatively considerable. … Conversely, projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively considerable." As discussed in Section 4.1.1.6.2, *Regional Operational Emissions,* of the Draft EIR, and shown in Table 4.1.1-7 of that section, the operational emissions associated with the proposed T2/T3 Modernization Project would be well below the SCAQMD's thresholds of significance; although other future projects could create significant cumulative air quality impacts, it is nevertheless concluded that the proposed project's operational emissions, within the context of cumulative impacts, would not be cumulatively considerable. While the Draft EIR provides the basis and information necessary to reach the conclusion that the proposed project's operational emissions would not be cumulatively considerable, the following discussion is hereby added after the second paragraph in Section 4.1.1.8 of the Draft EIR on page 4.1-24 (see also Chapter 3, Corrections and Additions to the Draft EIR):

> *With regards to cumulative air quality impacts associated with project operations, the operational emissions associated with the proposed T2/T3 Modernization Project would be well below the SCAQMD's thresholds of significance, as described above in Section 4.1.1.6.2 and shown in Table 4.1.1-7. As such, the proposed project's operational emissions would not be cumulatively considerable contributions to a significant cumulative impact.*

Also, please note that "the mere existence of significant cumulative impacts caused by other projects alone shall not constitute substantial evidence that the proposed project's incremental effects are cumulatively considerable." (CEQA Guidelines Section 15064(h)(4).)

[1] South Coast Air Quality Management District, White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution, Appendix A: Background, August 2003, D-3.

T2/3-AL00001-25

Comment: The revised EIR must make at least some attempt to analyze the emissions from the 212 development projects in vicinity of LAX. *See* CEQA Guidelines § 15144 ("Drafting an EIR … necessarily involves some degree of forecasting"). This analysis must take into account the increase in operational as well as construction emissions.

Response: Please see Responses to Comments T2/3-AL00001-23 and T2/3-AL00001-24.

T2/3-AL00001-26

Comment: **V. The DEIR's Perfunctory Climate Change Analysis Fails to Inform the Public and Decisionmakers About the Project's GHG Emissions.**

The DEIR's discussion of the Project's contribution to climate change fails to achieve CEQA's most basic purpose: informing governmental decisionmakers and the public about the potential significant environmental effects of a proposed activity. CEQA Guidelines § 15002(a)(1). Among its other flaws, the DEIR calculates only a portion of the greenhouse

gas ("GHG") emissions for which the Project would be responsible and it fails to analyze the Project's consistency with state plans adopted for the purpose of reducing GHG emissions.

Response: The comment is an introduction to the unsubstantiated assertions made in Comments T2/3-AL00001-27 through T2/3-AL00001-31. Please see Responses to Comments T2/3-AL00001-27 through T2/3-AL00001-31 below.

T2/3-AL00001-27

Comment: **A. The DEIR's Failure to Evaluate the Project's Operational Impacts is an Egregious Flaw.**

Similar to the DEIR's air quality impact analysis, the DEIR includes only certain of the emissions that would result from the proposed Project. The DEIR explains that because the Project would not change the number of airline passengers traveling to/through the airport the analysis does not include increases in GHG emissions from aircraft or ground support equipment. DEIR at 4.2-1; 4.2-4. For the reasons discussed above, the EIR should be revised to identify the increase in GHG emissions from aircraft and ground support equipment.

Response: Section 4.2 (as modified in Chapter 3, Corrections and Additions to the Draft EIR) of the Draft EIR adequately examined all GHG emissions related to the proposed project, specifically, construction emissions associated with implementation of the proposed project. In addition, as discussed in Section 4.2.2.2 of the Draft EIR, because the proposed project includes an increase in operational square footage, operational energy-related GHG emissions were evaluated. As discussed in Responses to Comments T2/T3-AL00001-3 through T2/T3-AL00001-6, and as documented in Section 2.6 on page 2-27 of the Draft EIR, with additional information provided in Topical Response TR-T2/3-1, the same increases or decreases in passenger volumes would occur with or without the proposed project. As such, it is not appropriate or necessary to revise the GHG emissions analysis included in Section 4.2 of the Draft EIR to address GHG emissions from aircraft and ground support equipment.

T2/3-AL00001-28

Comment: **B. The DEIR Fails to Evaluate the Project's Consistency With State and Regional Plans.**

The DEIR includes two thresholds for determining the significance of the Project's environmental impacts relating to GHG emissions. One of these thresholds states that a project would be considered to have a significant impact if it would conflict with any applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs. DEIR at 4.2-16. Because the Project would result in a large increase in GHG emissions, the DEIR should have evaluated whether this increase in emissions would be inconsistent with state and regional plans. Unfortunately, the DEIR declines to conduct this analysis; it instead offers up a series of excuses.

First, it asserts that state and regional plans, policies and regulations are generally aimed at setting statewide and regional policy, and are not directed at individual projects. DEIR at 4.2-20. The DEIR includes no explanation as to why individual projects should be exempt from a consistency determination with state and regional GHG reduction plans. We query why the DEIR would set forth a significance threshold calling for this analysis, only to ignore it. Moreover, the CEQA Guidelines instruct the lead agency to determine "[t]he extent to which the *project* complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas

emissions." CEQA Guidelines § 15064.4 (b)(3) (emphasis added). Finally, common sense dictates that individual projects must be held accountable for their roles in achieving or interfering with GHG reduction goals.

Response: Section 4.2.3.1, Regulatory Setting, of the Draft EIR summarizes the purpose and content of state, regional, and local plans related to the reduction of greenhouse gas (GHG) emissions. Based on that discussion, Section 4.2.5.2.1 addresses whether implementation of the proposed project would conflict with the local plans, given that, based on the description in Section 4.2.3.1, those plans were determined to be relevant and applicable to the project. Section 4.2.5.2.2 indicates that the state and regional plans, which, again, are summarized in Section 4.2.3.1, are not relevant or applicable on an individual project level. Therefore, implementation of the proposed project would not conflict with the state and regional plans (because those plans do not directly apply to the project). Contrary to the commentor's assertion, the Draft EIR does evaluate whether the proposed project's increase in emissions would be inconsistent with state and regional plans.

The following matrix summarizes each of the state, regional, and local plans, policies and regulations described in Section 4.2.3.1 of the Draft EIR and describes in further detail the basis for why the EIR analysis (Section 4.2.5.2) concludes that implementation of the proposed project would not conflict with those plans.

Plan/Policy/Regulation	Summary Description	Does project conflict with the plan/policy/regulation?
State		
Senate Bill 97	Required amendments to the CEQA Guidelines addressing the analysis and mitigation of GHG emissions.	**No.** SB 97 is applicable to the CEQA Guidelines, not individual development projects. Notwithstanding, the Draft EIR analysis of the proposed project was completed in accordance with the CEQA Guidelines, as amended by SB 97.
CEQA Guidelines	Section 15064.4 specifically addresses the significance of GHG emissions to be evaluated in CEQA documents.	**No.** This regulation pertains to the CEQA Guidelines, not individual development projects. Notwithstanding, the Draft EIR analysis of the proposed project's GHG emissions was completed in accordance with Section 15064.4 of the CEQA Guidelines.
Title 24 Energy Standards	Set forth energy efficient building standards, which help reduce GHG emissions.	**No.** This is a basic legal requirement applicable to all new development in California.
Green Building Standards	Set forth state requirements for new building construction to incorporate environmental (i.e., "green") measures related to planning and design, energy efficiency, water efficiency and conservation, material conservation and resource efficiency, and, environmental quality.	**No.** This is a basic legal requirement applicable to all new development in California.
Assembly Bill 1493	Required California Air Resources Board (CARB) to develop and adopt regulations that reduce GHGs emitted by passenger vehicles and light-duty trucks. Regulations adopted by CARB apply to 2009 through 2016 vehicles.	**No.** AB 1493 is applicable, first, to the CARB, and then extending to new car manufacturers; not applicable to individual development projects.
California Advanced Clean Cars/Zero Emission Vehicle Program	CARB-approved new emissions-control program for new vehicle model years 2017 through 2025.	**No.** Program is applicable to new car manufacturers, not individual development projects.
Executive Order S-3-05	Set statewide GHG reduction targets and calls for California Environmental Protection Agency to	**No.** EO S-3-05 is aimed at statewide policy, as coordinated with and through

Plan/Policy/Regulation	Summary Description	Does project conflict with the plan/policy/regulation?
	coordinate oversight of efforts with several state agencies/departments (i.e., Business, Transportation and Housing Agency; Food and Agriculture; Resources Agency; Air Resources Board; Energy Commission; and, Public Utilities Commission) and to provide progress reports biannually.	state agencies, and is not intended for, or directed at, individual development projects. S-3-05 does not provide a specific basis for calculating what the proposed project's hypothetical "fair share" of statewide GHG reductions might be.
Executive Order B-30-15	Set statewide GHG reduction targets, requires state agencies with jurisdiction over sources of GHG to implement measures to meet the reductions targets, requires periodic updates to the state's climate adaptation strategy, and other miscellaneous requirements specific to state agencies.	**No.** EO B-30-15 is aimed at statewide policy, as coordinated with and through state agencies, and is not intended for, or directed at, individual development projects. EO B-30-15 does not provide a specific basis for calculating what the proposed project's hypothetical "fair share" of statewide GHG reductions might be.
California Assembly Bill 32	Required CARB to establish a statewide GHG emissions cap for 2020 based on 1990 emission levels, and required CARB to adopt and enforce programs and regulations that identify and require selected sectors or categories of emitters of GHGs to report and verify their statewide GHG emissions. In 2008, CARB approved the AB 32 Climate Change Scoping Plan outlining the state's strategy to achieve the 2020 GHG emissions limit. Key elements of the Scoping Plan's recommendations for reducing its GHG emissions to 1990 levels by 2020 included: (1) Expanding and strengthening existing energy efficiency programs as well as building and appliance standards; (2) Achieving a statewide renewables energy mix of 33 percent; (3) Developing a California cap-and-trade program that links with other Western Climate Initiative partner programs to create a regional market system; (4) Establishing targets for transportation-related GHG emissions for regions throughout California, and pursuing policies and incentives to achieve those targets; (5) Adopting and implementing measures pursuant to existing State laws and policies, including California's clean car standards, goods movement measures, and the Low Carbon Fuel Standard; and, (6) Creating targeted fees, including a public goods charge on water use, fees on high global warming potential gases, and a fee to fund the administrative costs of the State's long-term commitment to AB 32 implementation. In 2011, CARB published the First Update to the Scoping Plan, which summarized key accomplishments and progress to date, and identified areas to build upon from the earlier framework including: clean energy; transportation, land use, fuels, and infrastructure; agriculture; water; waste reduction; natural and working lands; and green buildings – all directed at a statewide policy level. In 2017, CARB published the 2017 Scoping Plan Update, which presented the proposed strategy for achieving California's 2030 GHG target that was identified in SB 32. The 2017 Scoping Plan Update noted the success to date of the strategies and set forth a strategy for achieving the 2030 target. The major elements of the framework identified in the 2017 Scoping Plan Update include: (1) Senate Bill 350 (Renewable energy and efficiencies); (2) Low Carbon Fuel Standard; (3) Mobile Source Strategy (Cleaner	**No.** AB 32 and the associated Scoping Plan, with Updates, sets forth statewide policy, as coordinated with and through CARB, and is not intended for, or directed at, individual development projects. AB 32 does not provide a specific basis for calculating what the proposed project's hypothetical "fair share" of statewide GHG reductions might be.

Plan/Policy/Regulation	Summary Description	Does project conflict with the plan/policy/regulation?
	Technology and Fuels Scenario); (4) Sustainable Freight Action Plan; (5) Short-Lived Climate Pollutant (SLCP) Reduction Strategy; (6) Senate Bill 375 - Sustainable Communities Strategies; (7) Post-2020 Cap-and-Trade Program; (8) 20 percent reduction in GHG emissions from the refinery sector; and (9) by 2018, develop Integrated Natural and Working Lands Action Plan to secure California's land base as a net carbon sink.	
California Senate Bill 32	Required the CARB to adopt rules and regulations to achieve the maximum technologically feasible and cost-effective GHG emissions to ensure that statewide GHG emissions are reduced to at least 40 percent below the 1990 statewide GHG emissions limit no later than December 31, 2030. As described above, the 2017 Scoping Plan Update sets for a framework for achieving the 2030 target.	**No.** SB 32 sets forth statewide policy, as coordinated with and through CARB, and is not intended for, or directed at, individual development projects. SB 32 does not provide a specific basis for calculating what the proposed project's hypothetical "fair share" of statewide GHG reductions might be.
California Senate Bill 375	Required each metropolitan planning organization (MPO) in the state to develop Sustainable Community Strategies through integrated land use and transportation planning and to attain per capita GHG reduction targets for passenger vehicles by specific milestone years.	**No.** SB 375 applies to MPOs, such as SCAG, and not individual development projects.
Executive Order S-01-07 and Low Carbon Fuel Standard	Established a statewide goal to reduce the carbon intensity of transportation fuels sold in California, and sets a low carbon fuel standard.	**No.** EO S-01-07 and LCFS apply to the production and sale of fuels in California, not individual development projects.
Renewable Portfolio Standard (RPS)	Required retail sellers of electricity to provide certain percentages of their supply from renewable sources by specific milestone years.	**No.** RPS applies to the sale of electricity in California, not individual development projects.
Regional		
SCAG Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)	Overarching strategy set forth in RTP/SCS is to focus future regional growth in more compact communities in existing urban areas, with efficient public transit, and opportunities to walk, bike and pursue other forms of active transportation. Relative to aviation, improving airport access within the region is one of many major initiatives identified in the RTP/SCS.	**No.** Improvements to Terminals 2 and 3 is not a regional land use planning issue, and improving access to/from LAX is being addressed through the LAX Landside Access Modernization Program.
Los Angeles Department of Water and Power (LADWP) Plan	Defined a strategy to reduce emissions from power plants that provide electrical power to LADWP.	**No.** Power Plan applies to LADWP's purchase and production of electricity, not individual development projects.
Local		
Green LA	Green LA includes the goal for LA's airports to "green the airports" including the need for: sustainability programs; LEED® green building rating standards in future construction; improvements in recycling, increase use of alternative fuel sources, increase use of recycled water, increase water conservation, reduce energy needs, and reduce GHG emissions; and, evaluating options to reduce aircraft-related GHG emissions.	**No.** Implementation of the proposed project would comply with LAWA's sustainability requirements and would be designed and constructed to meet City of Los Angeles Green Building Code (LAGBC) Tier-1 requirements as well as incorporating LEED® Silver level of sustainability measures, which would serve to increase energy efficiency in new construction, increase the application of recycling and conservation, and reduce GHG emissions, in conjunction with LAWA's overall program for recycling, conservation, and GHG reductions.

Plan/Policy/Regulation	Summary Description	Does project conflict with the plan/policy/regulation?
Climate LA	The Climate LA, which identifies goals to reduce CO_2 emissions 35 percent below 1990 levels by 2030 at LAX and the other LAWA airports, implement sustainability practices, and develop programs to reduce the generation of waste and pollutants. Actions are specified in the areas of aircraft operations, ground vehicles, electrical consumption, building construction, and other actions such as related to sustainability programs and the use of recycled water for landscape and other areas.	**No.** Implementation of the proposed project would not affect aircraft operations or ground vehicles. The energy efficiency of the new building areas that would occur under the proposed project would be substantially better than that of the existing building area on a per square foot basis – see Section 4.2.5.1.3 of the Draft EIR. Building construction would feature the use of low-volatile organic compound (VOC) adhesives, sealants, paints and coatings, which is recognized as a GHG reduction action on the Climate LA plan, and LAWA's requirements for the use of low emission construction equipment (i.e., Tier 4 engines) also serve to reduce GHG emissions. Implementation of the proposed project would comply with LAWA's sustainability requirements. The proposed project involves very little landscaped areas (i.e., ornamental landscaping within terminal) and the use of recycled water is infeasible given that there are currently no recycled water lines within or near the Central Terminal Area. As further described below, LAWA has adopted an internal commitment to reduce GHG emissions from LAWA owned and operated sources below 1990 levels 45 percent by 2025, 60 percent by 2035, and 80 percent by 2050, which surpasses the GHG reduction goal set forth for LAX in Climate LA.
Executive Directive No. 10	Executive Directive No. 10 requires City departments to create and adopt a statement of sustainable building policies.	**No.** LAWA has a sustainability program, with which implementation of the proposed project would comply.
Sustainable City Plan	The Sustainable City Plan (pLAn) framework Environment chapter focuses on local water, local solar, energy-efficient buildings, carbon and climate leadership, and waste and landfills.	**No.** Implementation of the proposed project would include sustainability measures that serve to reduce water demands. The proposed project does not include solar; however, as indicated in Section 4.2.3.1.4 of the Draft EIR, LAWA has initiated a solar feasibility study for LAX to identify locations for the installation of photovoltaic solar energy at LAX. The emphasis of pLAn relative to carbon and climate leadership is to eliminate coal power as a source of electricity for the City and invest in green energy. While the proposed project has no control over that aspect of the plan, LAWA has been purchasing, and plans to continue to purchase, green energy for LAX, as indicated in Section 4.2.3.1.4 of the Draft EIR.
City of Los Angeles Green Building Code	The LAGBC includes specific provisions applicable to new development and remodeling that serve to reduce GHG emissions.	**No.** Implementation of the proposed project would comply with the applicable requirements of the LAGBC.
LAWA Sustainability Plan	The LAWA Sustainability Plan includes specific provisions applicable to development at LAX that serve to reduce GHG emissions.	**No.** Implementation of the proposed project would comply with LAWA's sustainability requirements, as

Plan/Policy/Regulation	Summary Description	Does project conflict with the plan/policy/regulation?
		applicable.
LAWA Sustainable Airport Planning, Design and Construction Guidelines	The LAWA Sustainable Airport Planning, Design and Construction Guidelines includes specific provisions applicable to development at LAX that serve to reduce GHG emissions.	**No.** Implementation of the proposed project would comply with LAWA's sustainability requirements, as applicable.
LAWA Commitment to Carbon Management Goals	LAWA adopted an internal commitment to reduce GHG emissions from LAWA owned and operated sources below 1990 levels 45 percent by 2025, 60 percent by 2035, and 80 percent by 2050. LAWA is implementing a wide array of existing and anticipated GHG reduction programs and improvements, which will continue to the implemented and may be refined, adjusted, and added to by LAWA in the course of achieving the goals set for 2025, 2035, and 2050.	**No.** The proposed project would comply with the applicable programs and initiatives, such as sustainability requirements, meeting LAGBC requirements, incorporation of LEED® standards into building design, construction, and operation, as well as construction equipment requirements. These are among the many ways that, collectively, will enable LAWA to meet the goals for GHG reductions.

T2/3-AL00001-29

Comment: The DEIR then asserts that neither the AB 32 Scoping Plan, Executive Orders S-3-05 and B-30-15, nor SCAG's 2040 RTP provides a specific basis for calculating a project's "fair share" of statewide or regional GHG emissions. DEIR at 4.2-20. This excuse is also unavailing. As the CEQA Guidelines make clear, drafting an EIR necessarily involves some degree of forecasting. *See* Guidelines § 15144 ("Drafting an EIR … necessarily involves some degree of forecasting … [and] an agency must use its best efforts to find out and disclose all that it reasonably can"); *Communities for a Better Environment v. City of Richmond* ("*CBE*") (2010) 184 Cal.App.4th 70, 96 ("difficulties caused by evolving technologies and scientific protocols do not justify a lead agency's failure to meet its responsibilities under CEQA . . . "). Moreover, as we explained in our letter on the LAMP DEIR, other agencies have been able to evaluate their projects' consistency with the Executive Orders:

> The SANDAG RTP/SCS EIR evaluated that project's impacts by calculating a 40 percent and 80 percent reduction from the region's 1990 emissions and using those figures as a target reference point for the RTP. It then compared the region's expected GHG emissions in the years 2035 and 2050 to the emissions necessary to meet the Executive Orders' trajectories. It included charts showing that the Plan would not come close to meeting the Executive Orders' goals. The SANDAG RTP/SCS EIR evaluated that project's impacts by calculating a 40 percent and 80 percent reduction from the region's 1990 emissions and using those figures as a target reference point for the RTP. It then compared the region's expected GHG emissions in the years 2035 and 2050 to the emissions necessary to meet the Executive Orders' trajectories. It included charts showing that the Plan would not come close to meeting the Executive Orders' goals.

See El Segundo Comments on LAMP DEIR at 32.

Response: The basic nature of the SANDAG 2015 RTP/SCS project and associated GHG emissions characteristics are completely different from those of the T2/T3 Modernization Project. The SANDAG 2015 RTP/SCS provides a countywide regional plan that comprehensively addresses growth, transportation, land use and development patterns, and sustainability strategies anticipated to occur through 2035 and ultimately 2050. The T2/T3 Modernization

Project involves a specific building (terminal) improvement and floor area addition proposed to be completed by 2023. The specific "reference point" approach to determining Executive Order consistency used in the SANDAG EIR may be appropriate for a long-term comprehensive regional plan with many sources of GHG emissions (being more similar to a statewide emissions inventory), but it clearly is not appropriate for a specific near-term building improvement/addition project with the only project-related source of GHG emissions being those associated with energy consumption for the additional building floor area.

Additionally, it is important to note that the implementation aspects of Executive Orders B-30-15 and S-3-05 are specific to, and limited to, state agencies and not individual development projects such as the T2/T3 Modernization Project. The City of El Segundo has acknowledged this concept in their own recently certified EIR, which states "Executive Orders are binding on State agencies. Accordingly, S-3-05 will guide State agencies' efforts to control and regulate GHG emissions but will have no direct binding effect on local efforts." (El Segundo South Specific Plan DEIR, page 5.4-2).[1] The Executive Orders instruct those state agencies to develop plans, strategies, and measures to reduce GHG emissions statewide, but those instructions do not provide any specifics on how the State is supposed to achieve those reductions. As with the AB 32 Scoping Plan, nothing in the Executive Orders relates the statewide reduction efforts to "the percentage of reduction that would or should be required from individual projects." (see *Center for Biological Diversity v. California Department of Fish and Wildlife* (2015) 62 Cal.4th 205, 225-226.)

As such, it is not meaningful to provide an analysis of how the proposed project's GHG emissions compare to speculative, hypothetical "fair share" project-specific emissions under the Executive Orders or AB 32 or SB 32.

[1] El Segundo South Specific Plan Environmental Impact Report, available online at: http://elsegundo.org/civicax/filebank/blobdload.aspx?BlobID=11904.

T2/3-AL00001-30

Comment: Finally, the DEIR asserts that the Project's emissions would be less than the SCAQMD's threshold of significance which is intended to achieve the level of GHG reductions set forth in EO S-3-05 which in turn would achieve the GHG reduction goal of AB 32. DEIR at 4.2-20. The DEIR provides no evidence to support the assertion that the SCAQMD's thresholds of significance are intended to achieve the level of GHG reductions set forth in EO S-3-05. Moreover, as the LAMP DEIR explains, the SCAQMD's thresholds are intended only to apply to projects whether the SCAQMD is the lead agency. LAMP DEIR attached as Exhibit O) at 4.5-16. The SCAQMD has not adopted guidance for CEQA projects under other lead agencies. *Id*.

Response: As indicated in Section 4.2.4.1 of the Draft EIR, CEQA leaves the determination of significance thresholds to the reasonable discretion of the lead agency. LAWA's decision to use SCAQMD's adopted threshold of 10,000 metric tons of carbon dioxide equivalent per year (MTCO2e/yr) for industrial sources as a mass emissions threshold for the T2/T3 Modernization Project took into consideration the fact that GHG emissions from operation of the project would be those associated with increased energy consumption from space conditioning (heating/cooling) and lighting of the additional floor area resulting from the project, and that the source of GHG emissions associated with providing that additional energy would be from a power plant. Power plants are industrial facilities that are within the regulatory jurisdiction of the SCAQMD. Although SCAQMD is not the lead agency for the T2/T3 Modernization Project, it would be the lead in regulating air pollutant emissions from a power plant. In the absence of any adopted thresholds specific to terminal improvement projects or, for that matter, airports in general, the SCAQMD industrial threshold of 10,000 MTCO2e/yr was considered by LAWA to be the most relevant and

appropriate for the project's GHG emissions associated with the consumption of electricity that was generated by an industrial power plant.

The Draft EIR's indication that GHG emissions occurring from the proposed project would be less than the SCAQMD threshold of significance, which is intended to achieve the level of GHG reductions set forth in Executive Order S-3-05 and AB 32 is based on the following:

1. Chapter 3 of the SCAQMD *Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold* (October 2008)[1] includes a discussion of the basis and rationale used in formulating GHG significance thresholds for CEQA documents. The Policy Objective discussion on page 3-2 includes the following:

> *"The overarching policy objective with regard to establishing a GHG significance threshold for the purposes of analyzing GHG impacts pursuant to CEQA is to establish a performance standard or target GHG reduction objective that will ultimate [sic] contribute to reducing GHG emissions to stabilize climate change. Full implementation of the Governor's Executive Order S-3-05 would reduce GHG emissions 80 percent below 1990 levels or 90 percent below current levels by 2050. It is anticipated that achieving the Executive Order's objective would contribute to worldwide efforts to cap GHG concentrations at 450 ppm, thus, stabilizing global climate.*
>
> *As described below, staff's recommended interim GHG significance threshold proposal uses a tiered approach to determining significance. Tier 3, [e.g., 10,000 MTCO2e/yr for industrial sources] which is expected to be the primary tier by which the AQMD will determine significance for projects where it is the lead agency, uses the Executive Order S-3-05 goal as the basis for deriving the screening level. Specifically, the Tier 3 screening level for stationary sources is base [sic] on an emission capture rate of 90 percent for all new or modified projects. A 90 percent emission capture rate means that 90 percent of total emissions from all new or modified stationary source projects would be subject to some type of CEQA analysis, including a negative declaration, a mitigated negative declaration, or an environmental impact."*

2. The GHG emissions reduction target for AB 32 is the same as that of EO S-3-05 (i.e., by 2050 reduce GHG emissions 80 percent below 1990 levels).

[1] South Coast Air Quality Management District, Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold, October 2008, Available: http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/ghgattachmente.pdf?sfvrsn=2.

T2/3-AL00001-31

Comment: The EIR should be revised to provide a legally defensible analysis of the Project's GHG impacts. This revised analysis must include an evaluation of the Project's consistency with regional and state plans adopted for the purpose of reducing GHG emissions.

Response: Please see Response to Comment T2/3-AL00001-28 above.

T2/3-AL00001-32

Comment: **VI. The DEIR Should Include Analysis of an Alternative That Does not Change the Number or Configuration of Passenger Gates.**

Because a legally adequate analysis of the impacts of additional aircraft operations caused by the Project would show noise, air quality and climate change impacts, LAWA should analyze an alternative whereby the major renovation aspects of the proposed Project would proceed without adding additional or reconfigured passenger gates to either terminal. Once LAWA revises the DEIR consistent with the comments in this letter, thereby providing the legally required disclosure of environmental impacts associated with the Project, it will become clear that the Project would have substantially greater environmental impacts (particularly to air quality, climate change and noise) than the DEIR currently anticipates. To address this, LAWA should evaluate a "no new gates" alternative that would not constrain present operations but nonetheless would help ensure the Project does not result in additional aircraft operations.

Response: As described in Section 2.6 of the Draft EIR, implementation of the proposed project would not result in an increase in aircraft operations at LAX or in the number of potential gates airlines may provide at Terminals 2 and 3. Please see Response to Comment T2/3-AL00001-3, which addresses the commentor's allegation of additional aircraft operations, and Responses to Comments T2/3-AL00001-9, T2/3-AL00001-20, and T2/3-AL00001-27 regarding the related allegations pertaining to changes in aircraft noise, aircraft air quality impacts, and aircraft greenhouse gas emissions. Regarding the commentor's request that the Draft EIR evaluate a "no new gates" alternative, notwithstanding that the basis of that request (i.e., allegation of significant impacts from increased operations) is unsubstantiated, the Draft EIR already includes three such alternatives. None of the alternatives - Alternative 1: No Project – No Build, Alternative 2: No Project – Limited Interior Improvements Only, or Alternative 3: Reduced-Scale Project - propose additional gates.

T2/3-AL00001-33

Comment: **VII. If LAWA Refuses to Analyze the Growth-Inducing Impact of Individual Development Projects, Including this Project, LAWA Must Update the Master Plan and Its Associated EIR.**

Tellingly, the DEIR makes little mention of the 2004 LAX Master Plan, in particular the extent to which the Project is consistent with that guiding plan for airport development. LAWA may not pursue a major Project such as this wholly separate from the LAX Master Plan (as amended by SPAS), which remain the governing planning documents for the airport. The Master Plan is *the* "modernization plan" that accounts for all growth at LAX, including improving the level of passenger service throughout the CTA and building new aircraft parking gates. *See generally* Master Plan Executive Summary. LAWA should present a clear side-by-side comparison of the Project and the programmatic concepts in the LAX Master Plan and SPAS to detail similarities and differences.

Response: The commentor is incorrect that the LAX Master Plan is the governing planning document for LAX. The LAX Master Plan, completed in 2004, was a plan that accounted for the growth at LAX after 1984,[1] was based on 1995 conditions projected over a 20-year planning period through 2015, and presented an overall 20-year development framework for LAX. The LAX Master Plan preferred alternative was Alternative D, the Enhanced Safety and Security Plan, which was developed in response to the September 11, 2001 terrorist attacks. This plan called for the elimination of private vehicle access in the CTA and a linear north terminal complex, the latter of which would require demolition of Terminals 1, 2, and 3. The 2013 LAX Specific Plan Amendment Study (SPAS) evaluated

alternatives to several specific improvements proposed in the LAX Master Plan, referred to as the "Yellow Light Projects", which included evaluating alternatives to the demolition of Terminals 1, 2, and 3 and replacement of those terminals with a linear concourse, as proposed in the LAX Master Plan.[2] The SPAS and associated EIR evaluated nine alternatives to Yellow Light Projects and following completion of the CEQA review process, which included, but was not limited to, input from the City of El Segundo, the LAWA Board of Airport Commissioners selected a combination of SPAS Alternatives 1 and 9 as the proposed development concept to advance forward for more detailed project-level planning and analysis, and for review by the FAA, including NEPA review. The selected development concept included the retention of the pier concourse configuration of Terminals 1, 2, and 3 instead of demolishing them and replacing them with a linear concourse, as originally envisioned in the approved LAX Master Plan. The CEQA analysis of both the Master Plan and the LAX SPAS was programmatic, with the intent that the conceptual projects identified in the plans would be subject to project-level review once more detail was known. The proposed T2/T3 Modernization Project and its EIR is an example of such project-level review Neither the LAX Master Plan or SPAS precludes LAWA from making improvements to existing facilities at LAX, particularly in light of the fact that the improvements proposed for the T2/T3 Modernization Project are consistent with the LAX Plan and the LAX Specific Plan, as described in Section 3.2 of the Draft EIR, which are the City's governing planning documents for allowable uses at LAX.

There are no FAA, State or local requirements that the LAX Master Plan be updated prior to undertaking new studies and airport improvement initiatives, as further discussed in Response to Comment T2/3-AL00001-34 below.

[1] City of Los Angeles, Los Angeles World Airports, LAX Final Master Plan, April 2004, Executive Summary on page i-1.

[2] City of Los Angeles, Los Angeles World Airports, Preliminary LAX Specific Plan Amendment Study Report, pages 1-1 to 1-3, July 2012, available: http://www.lawa.org/LAXSPAS/Reports.aspx.

T2/3-AL00001-34

Comment: Furthermore, for reasons explained in El Segundo's comments on the LAMP DEIR and FEIR, LAWA must update its 2004 LAX Master Plan and the associated environmental analysis because many of its planning assumptions, and much of the associated environmental analysis, are now inaccurate and insufficient. LAWA's refusal to acknowledge case-by-case the relationship of this Project, the LAMP, or other projects on the horizon to LAWA's ability to accommodate passenger capacity as forecasted in SCAG's 2040 RTP makes updating the Master Plan all the more critical and timely.

Response: Contrary to the commentor's assertion in their comments on the LAX Landside Access Modernization Program Draft EIR and Final EIR, there is no FAA requirement for preparation or amendment of an Airport Master Plan. FAA Advisory Circular 150/5070-6B, Airport Master Plans, specifically states in Paragraph 201 that the FAA does not require airports to prepare master plans.[1] LAWA has been working closely with the FAA on the evaluation of projects at LAX. LAWA submitted an amended Airport Layout Plan to FAA for review and evaluation in August 2016. The proposed amended Airport Layout Plan depicts the proposed T2/T3 Modernization Project as identified in Chapter 2, Project Description, of the Draft EIR. The FAA NEPA analysis will identify and analyze the potential effects of the T2/T3 Modernization Project on the environment in accordance with FAA Orders 1050.1F, Environmental Impacts: Policies and Procedures, and FAA Order 5050.4B, NEPA Implementing Instructions for Airport Actions.[2,3] FAA conditionally approved the ALP in November 2016, pending completion of the NEPA process, and is not requiring LAWA to prepare an Airport Master Plan or amendment to the LAX Master Plan.

It should also be noted that the environmental analysis in the Draft EIR for the T2/T3 Modernization Project is current, based on data presented in the Draft EIR, and does not, and need not, rely on the assumptions in the LAX Master Plan and associated EIS/EIR. Also see Response to Comment T2/3-AL00001-33.

[1] U.S. Department of Transportation, Federal Aviation Administration, Advisory Circular 150/5070-6B, Change 2, Airport Master Plans, January 27, 2015, Chapter 7 Aviation Forecasts, Available: https://www.faa.gov/documentlibrary/media/advisory_circular/150-5070-6b-change-2-consolidated.pdf.

[2] U.S. Department of Transportation, Federal Aviation Administration, Order 5050.4B, National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions, effective April 28, 2006, Available: https://www.faa.gov/airports/resources/publications/orders/environmental_5050_4/.

[3] U.S. Department of Transportation, Federal Aviation Administration, Order 1050.1F, Environmental Impacts: Policies and Procedures, effective July 16, 2015, Available: https://www.faa.gov/regulations_policies/orders_notices/index.cfm/go/document.current/documentnumber/1050.1.

T2/3-AL00001-35

Comment: The Master Plan process was the last time, and to El Segundo's knowledge the *only* time, that LAWA has done a comprehensive, program-level environmental analysis of its long-term planning vision for LAX. While LAWA's vision in the Master Plan and associated EIR assumed a maximum practical passenger capacity at LAX of 78.9 MAP, the Project will play a central role in replacing this vision with one defined by unconstrained growth and disregard for regionalization. Without a "top-tier" document analyzing the impacts of passenger and aircraft operations at a maximum capacity of 96.6 MAP—and without such analysis in individual project EIRs like this one—no analysis exists on which LAWA can even purport to rely to back up its claims that its actions have no effect on LAX's ability to meet forecasted capacity. Without a comprehensive Master Plan update and new environmental analysis, LAWA's sole recourse is a full impact analysis, including analysis of cumulative impacts of all present, past, and reasonably foreseeable future projects, of individual projects' growth-inducing impacts.

Response: Please see Responses to Comments T2/3-AL00001-33 and T2/3-AL00001-34 above.

T2/3-AL00001-36

Comment: **VIII. Conclusion**

In sum, LAWA should take no action to approve the Project until it has addressed the significant deficiencies in the DEIR and the recommendations discussed in this letter.

Response: Please see Responses to Comments T2/3-AL00001-1 through T2/3-AL00001-35 above and T2/3-AL00001-38 through T2/3-AL00001-54 below regarding the adequacy of the analysis in the LAX T2/3 Modernization Project Draft EIR.

T2/3-AL00001-37

Comment: <u>Exhibits</u>

Due to size limits, all exhibits are provided on CD delivered via FedEx. Additionally, Exhibits I and L are attached hereto.

A Southern California Association of Governments 2040 Regional Transportation Plan / Sustainable Communities Strategy, Aviation Appendix
B El Segundo's April 6, 2017 Request under the California Public Records Act
C El Segundo's November 15, 2016 Comments on the LAX Landside Access

Modernization Program ("LAMP") DEIR
D El Segundo's March 1, 2017 Comments on the LAMP FEIR
E CEQA documents for LAX Specific Plan Amendment Study
F CEQA documents for LAX Master Plan
G Delta Lease Materials
H Selected news articles re Delta lease and Terminals 2 and 3 expansion project
I Report of Dr. Adib Kanafani, Ph.D., NAE
J 2014 Annual Progress Report, LAX Master Plan Mitigation Monitoring & Reporting Program
K Final LAX Noise Exposure Map Report (August 2015)
L Letter from N. Liddicoat, MRO Engineers, to L. Impett, March 29, 2017
M "Report: LAX Traffic Could be Getting a Whole Lot Worse," E. Chiland, Curbed Los Angeles, March 10, 2016
N "Construction at LaGuardia Airport Causing Gridlock, Traffic Nightmares," J. Einiger, ABC News, August 23, 2016
O LAMP DEIR and FEIR

Response: Photocopies of Exhibits I and L attached to the April 10, 2017 comment letter on the Draft EIR from Shute, Mihaly & Weinberger LLP (on behalf of the City of El Segundo) are provided in Attachment 1 (Original Comment Letters on the Draft EIR) of this Final EIR. Due to the large file sizes and voluminous nature of Exhibits A through H, J, K, and M through O provided by Shute, Mihaly & Weinberger LLP on a CD delivered to LAWA via FedEx on April 11, 2017, and given LAWA's commitment to sustainability, Exhibits A through H, J, K, and M through O are not included in Attachment 1 of this Final EIR. Exhibits A through H, J, K, and M through O are available for review at LAWA Environmental Programs Group, One World Way, Room 218, Los Angeles California, 90045, or on LAWA's website at http://www.lawa.org/ourLAX/CurrentProjects under "LAX Terminal 2 & 3 Modernization Project" "Final Environmental Impact Report".

T2/3-AL00001-38

Comment: **Comments on the Draft Environmental Impact Report (DEIR) for the LAX Terminals 2 & 3 Modernization Project**

In general, this may be a good project for improving the level of service at LAX. It would be a shame if LAWA, or its consultants, turns this Project into a contentious enterprise by not performing a thorough environmental impact analysis and identifying ways to mitigate any negative impacts that could arise.

The Project will add 3 gates but LAWA insists that this will not "cause or facilitate increases or decreases" in operations and passenger volumes (see section 2.6 of the DEIR). Whether it is part of this Project or not, "re-gauging" gates will create additional gate positions and result in increased capacity to handle aircraft operations or passenger flows. Simply to say that it would not is insufficient.

The EIR needs to include a capacity analysis to demonstrate this. LAWA must analyze the reconfigured apron with the additional gates in comparison to the existing layout, both done using the same current information and assumptions regarding aircraft sizes, fleet mixes, load factors, and all the "market" issues referenced in section 2.6 of the DEIR. To quote from the NCHRP Report referenced in section 2.6:

> *The number of seats in each ADG can vary considerably from the basic definitions. For example, larger regional jets in Group III can be in the 100- to 110-seat range, while a Group III A321 narrowbody can have over 180 seats. Similarly, as fuel economy and range become more important, most widebody aircraft are being*

designed with wider wingspans in Group V but may have seating capacities in the low 200s. For a given airport, it may be appropriate to modify the EQA metrics to better match the fleet mix expected when using EQA to determine some terminal facilities.

Thus the capacity analysis must explain how the additional 3 gates would not facilitate or generate additional traffic and operations. The analysis must also show how this re-gauging to add 3 gates could be done without changing the Narrow Body Equivalent Gate ("NBEG") numbers discussed in section 2.6.

In conclusion, a solid EIR is not complete without a capacity analysis of the reconfigured apron with the additional 3 gates. This may be a good project overall, but it is being spoiled by stating off-hand that it has no impact on apron/gate capacity, instead of performing the analysis transparently.

Response: Comment T2/3-AL00001-38 raises the same issues as Comments T2/3-AL00001-3, T2/3-AL00001-4, and T2/3-AL00001-6; please see Responses to Comments T2/3-AL00001-3, T2/3-AL00001-4, and T2/3-AL00001-6.

As documented in the Draft EIR and discussed in responses to comments to Comment Letter T2/3-AL00001, the proposed project was appropriately and thoroughly studied in the Draft EIR.

Figure A in Item #1 in Topical Response TR-T2/3-1 provides an illustration of the Terminals 2 and 3 gate layouts assumed under the baseline conditions in August 2016. As depicted, the passenger terminal apron areas around Terminals 2 and 3 were intensively used for aircraft parking and other essential activities and operations discussed in Item #2 in Topical Response TR-T2/3-1. See Item #3 in Topical Response TR-T2/3-1 for discussion of the fundamental spatial relationship between the area of a terminal passenger apron, the terminal building footprint, and the size of gate parking positions.

The commentor requested that a capacity analysis of the reconfigured apron with the additional gates compared to the existing layout be performed. Topical Response TR-T2/3-1 provides the following information regarding capacity of the reconfigured apron:

- Constrained passenger terminal apron areas and terminal footprints of Terminals 2 and 3 limit the size of passenger gate positions that can be accommodated. See Section 2.6 on page 2-27 of the Draft EIR and Item #1, #3 and #6 in Topical Response TR-T2/3-1.

- The existence of gate dependencies discussed in Section 2.6 on page 2-27 of the Draft EIR and in Item #6 in Topical Response TR-T2/3-1 presents limitations to the number of operations and therefore passengers that can be accommodated at Terminals 2 and 3.

- According to a press release provided in Exhibit H of Comment Letter T2/3-AL00001, "Delta will have 23 gates at LAX immediately following the move and will operate alongside many of its airline partners, including Aeromexico, Virgin Atlantic and WestJet."[1] It is therefore important to note that Delta Air Lines and its partners do not inherit seven (23 minus 16) empty gates by relocating to Terminals 2 and 3. Aeromexico, Virgin Atlantic, WestJet, and Aer Lingus already operate and will continue to operate at Terminals 2 and 3.

- See Item #7 in Topical Response TR-T2/3-1 in which evidence has been provided that demand for 24 aircraft parking positions already existed in August 2016, and that

demand for (and the ability to accommodate) 28 aircraft parking positions is expected in August 2017, regardless of the proposed project improvements.

Topical Response TR-T2/3-1 includes potential alternative gate layouts with 27 ADG III gates (see Figures C and D, respectively). As discussed in Topical Response TR-T2/3-1, these alternative gate layouts are based upon the 27 narrowbody equivalent gate (NBEG) gate layout presented on Figure 2-14 of the Draft EIR. See Attachment 3.f. and 3.g. in Attachment 3 of this Final EIR for calculations of NBEG metrics associated with Figures C and D.

The commentor provides a citation from the Airport Cooperative Research Program (ACRP) Report 25 regarding the Equivalent Aircraft (EQA) metric.[2] As discussed in Report 25, the EQA metric one of two metrics available to standardize the definition of gate when evaluating aircraft utilization and requirements: "To standardize the definition of "gate" when evaluating aircraft utilization and requirements, two metrics have been developed: narrowbody equivalent gate (NBEG) and equivalent aircraft (EQA)."[3] The second is the NBEG metric utilized in the discussion of gate dependencies in Section 2.6 of the Draft EIR. For the purposes of the proposed project considering the constraints of the existing passenger terminal apron areas, it was determined that NBEG metric was an appropriate metric. See Item #5 in Topical Response TR-T2/3-1 for a discussion of the NBEG metric.

As discussed in Section 2.6 on page 2-27 of the Draft EIR, the operations discussion concluded that increases or decreases in operations and passenger volumes would occur with or without the proposed project improvements. It is important to note that the proposed project would not affect or change any airfield components, including the runways, taxiways, or aircraft arrival and departure procedures, and thus would not change LAX's passenger volume. Appropriately, Section 2.4 of the Draft EIR does not discuss any improvements to any of these airfield components.

As discussed in Response to Comment T2/3-AL00001-4, the demand for 24 gates already existed under the baseline conditions in August 2016. To support this conclusion, a published schedule for a busy day in August 2017, provided in Attachment 3.c. in Attachment 3 of this Final EIR, was analyzed to assess how many gate parking positions Terminals 2 and 3 airlines will need to use in August 2017. As depicted on Figure F of Topical Response TR-T2/3-1, the airlines that now operate at Terminals 2 and 3 post-May 2017 relocations (Delta Air Lines, Compass Airlines, SkyWest (operating for Delta Air Lines), Aeromexico, WestJet, Virgin Atlantic and Aer Lingus) will need to use 28 gates during the peak hour of 9:30 a.m. to 10:30 a.m. Therefore the demand for (and ability to accommodate) 27 gate parking positions already exists on a peak day in August 2017 and is not created by the proposed project improvements.

[1] Delta Air Lines News Hub, Delta's relocation to Terminals 2, 3 scheduled for May 12-17 in first step of $1.9B Delta Sky Way at LAX, March 21, 2017, available at: http://news.delta.com/delta-s-relocation-terminals-2-3-scheduled-may-12-17-first-step-19b-delta-sky-way-lax.

[2] Airport Cooperative Research Program (ACRP) Report 25, Airport Passenger Terminal Planning and Design, Volume 1: Guidebook, Section V.3.10 on p. 137, available: https://www.nap.edu/catalog/22964/airport-passenger-terminal-planning-and-design-volume-1-guidebook.

[3] Airport Cooperative Research Program (ACRP) Report 25, Airport Passenger Terminal Planning and Design, Volume 1: Guidebook, Section V.3.10 on p. 134, available: https://www.nap.edu/catalog/22964/airport-passenger-terminal-planning-and-design-volume-1-guidebook.

T2/3-AL00001-39

Comment: As requested, MRO Engineers, Inc., (MRO) has reviewed the "Construction Surface Transportation" section of the Draft Environmental Impact Report (DEIR) for the Los

Angeles International Airport (LAX) Terminals 2 and 3 Modernization Project (City of Los Angeles, February 2017). That section of the DEIR is based on a traffic impact analysis prepared by Ricondo & Associates (Ricondo) in January 2017.

Our review focused on the technical adequacy of the analysis, including the detailed procedures and conclusions documented in the Ricondo study.

Construction Surface Transportation Analysis Review

Our review of the DEIR "Construction Surface Transportation" analysis revealed potentially significant deficiencies that should be addressed prior to approval of the project and its related environmental documentation by the City of Los Angeles. These issues are summarized below.

Response: The Draft EIR evaluated and identified the potential transportation/traffic-related environmental effects from construction of the proposed project in Section 4.4, Construction Surface Transportation. Please see Responses to Comments T2/3-AL00001-40 through T2/3-AL00001-53 below regarding the specific comments on the construction transportation/traffic analysis conducted for the proposed project.

T2/3-AL00001-40

Comment: 1. ***Inadequate Study Area*** – The construction traffic analysis study area is described at DEIR p. 4.4-3:

> *The construction traffic study area includes intersections and roadways that would be directly or indirectly affected by the construction of the proposed project. . . . The construction traffic study area for this analysis includes those roads and intersections that would most likely be used by employee and truck traffic associated with construction of the proposed project.*

In reality, though, the study area, as illustrated at DEIR Figure 4.4-1 (DEIR p. 4.4-2), barely extends beyond the boundaries of LAX, which inappropriately suggests that only an insignificant amount of the construction traffic will travel east of La Cienega Boulevard, south of Imperial Highway or Interstate 105, or north of Westchester Parkway or Howard Hughes Parkway. Moreover, even within this limited study area, a number of intersections are ignored that should be analyzed.

In particular, we reference the following locations that were evaluated in the recent DEIR for the Los Angeles International Airport (LAX) Landside Access Modernization Program (Los Angeles World Airports, September 2016), but are absent from the Ricondo analysis:

- Sepulveda Boulevard & I-105 Westbound Ramps,
- Sepulveda Boulevard & Mariposa Avenue,
- Sepulveda Boulevard & Grand Avenue,
- Sepulveda Boulevard & El Segundo Boulevard,
- Sepulveda Boulevard & Rosecrans Avenue,
- Avion Drive & Century Boulevard,
- Airport Boulevard & Century Boulevard,
- Nash Street & El Segundo Boulevard,
- Douglas Street & El Segundo Boulevard,

- Bellanca Avenue & Century Boulevard,
- Aviation Boulevard & West 120th Street,
- Aviation Boulevard & El Segundo Boulevard,
- Concourse Way & Century Boulevard,
- La Cienega Boulevard & West 120th Street,
- La Cienega Boulevard & El Segundo Boulevard,
- El Segundo Boulevard & I-405 Northbound Ramps, and
- Inglewood Avenue & Imperial Highway.

Each of those intersections is in close proximity to one or more of the study intersections addressed in the Ricondo analysis. Consequently, it is reasonable to conclude that they would also, ". . . be directly or indirectly affected by the construction of the proposed project."

To ensure that the traffic analysis for the Terminals 2 and 3 Modernization Project is not only thorough but credible, the intersections listed above should be incorporated into the analysis. A revised DEIR should then be circulated for further public comment.

Response: This comment is similar to Comment T2/3-AL00001-13. Please see Response to Comment T2/3-AL00001-13.

T2/3-AL00001-41

Comment: 2. ***Traffic Volume Data***– DEIR p. 4.4-3 states that the intersection turning movement traffic volume counts employed in the analysis:

> *. . . were collected at key traffic study area intersections over a two-year period (2013 to 2015) from 7:00 a.m. to 9:00 a.m., and from 4:00 p.m. to 6:00 p.m.*

There are two issues with this description of the traffic volume data, both of which relate to conformance with requirements of the City of Los Angeles Department of Transportation (LADOT). The specific requirements governing the conduct of traffic impact analysis in the City of Los Angeles are presented in a document entitled, *Traffic Study Policies and Procedures* (August 2014). Page 7 of the document states:

> *When collecting turning movement data at the study intersections, manual traffic volume counts should be collected in 15-minute intervals during the hours of 7:00 a.m. to 10:00 a.m. and 3:00 p.m. to 6:00 p.m., unless LADOT specifies other hours . . . The traffic study should not use any traffic counts that are more than two years old.*

Thus, the two-hour counts (7:00 – 9:00 AM and 4:00 – 6:00 PM) performed in conjunction with the Ricondo analysis are deficient with respect to the LADOT requirement for consideration of three-hour peak periods (7:00 – 10:00 AM and 3:00 – 6:00 PM). Consequently, it is not certain that the Ricondo analysis has actually addressed the AM and PM peak hours within the study area, although it is certain that the counts described violate the pertinent LADOT policy.

Moreover, any data collected in 2013 and some data collected in 2014 would exceed the two year age limitation imposed by LADOT. The Notice of Preparation for the LAX

Terminals 2 and 3 Modernization Project was issued on August 11, 2016. Thus, any data collected prior to August 11, 2014 would violate the LADOT policy. (In contrast, DEIR p. 4.4-4 refers to the "time of the analysis" as November 2016, which would suggest that the earliest acceptable data would be from November 2014.)

The traffic count data employed in the Ricondo analysis is not included in the DEIR or its appendices. However, assuming that the data used in the Ricondo analysis is the same data that was used in the September 2016 LAX Landside Access Modernization Program DEIR, the traffic counts for the following study intersections were performed on October 8, 2013:

- Sepulveda Boulevard & 76th/77th Street,
- Sepulveda Boulevard & 79th/80th Street, and
- Sepulveda Boulevard & 83rd Street.

In addition, counts at nine study intersections were performed on July 23rd or 24th of 2014, which would also violate the LADOT requirement, based on both the NOP issue date and the "time of analysis" date. Those intersections are as follows:

- Aviation Boulevard & Century Boulevard (July 23, 2014),
- Imperial Highway & Aviation Boulevard (July 24, 2014),
- Aviation Boulevard & 111th Street (July 24, 2014),
- Sepulveda Boulevard & Century Boulevard (July 23, 2014),
- Imperial Highway & Sepulveda Boulevard (July 24, 2014),
- Imperial Highway & I-105 Ramp (July 24, 2014),
- Sepulveda Boulevard & La Tijera Boulevard (July 24, 2014),
- Sepulveda Boulevard & Lincoln Boulevard (July 24, 2014), and
- Sepulveda Boulevard & Manchester Avenue (July 24, 2014).

In summary, some or all of the traffic volume data employed in the Ricondo analysis violates the basic governing LADOT requirements. To ensure conformance with LADOT requirements, new data will be required. It will then be necessary to revise the traffic analysis and present the results in revised DEIR.

Response: See Response to Comment T2/3-AL00001-48 for explanation on the appropriate use of 2013 and 2014 data for the construction traffic analysis. Furthermore, LADOT policies are not applicable to this traffic analysis. As noted in Draft EIR Section 4.4.3.1, LADOT has indicated that no traffic study is required in these circumstances because there is "'no requirement to assess the temporary traffic impacts of a project resulting from construction activities. So, the proposal to prepare a traffic study is voluntary. Additionally, LADOT reiterated in January 2017 that it does not require traffic impact studies for traffic construction-related impacts."

T2/3-AL00001-42

Comment: 3. ***Peak-Hour Analysis Periods*** – The analysis time periods are presented at DEIR p. 4.4-4 and p.4.4-8. According to the DEIR:

> *The estimated peak hours for construction-related traffic were determined by reviewing the estimated hourly construction-related trip activity for the proposed*

project developed for this study. The a.m. peak hour was determined to be 7:00 a.m. to 8:00 a.m. and the p.m. peak hour was determined to be 4:00 p.m. to 5:00 p.m. [DEIR p. 4.4-4]

The estimated hourly construction-related travel patterns are documented at DEIR Table 4.4-4 (p. 4.4-17 & 4.4-18). As indicated in the DEIR, the highest level of construction-related traffic in the morning will occur between 7:00 and 8:00 AM; this corresponds to the AM peak hour analyzed in the Ricondo study.

In the afternoon, though, DEIR Table 4.4-4 shows that the highest level of construction traffic will occur between 3:00 and 4:00 PM. During that one-hour time period, 211 trips will be generated by project construction activities. The DEIR, however, analyzed the following hour – 4:00 to 5:00 PM – when only 30 construction-related trips are projected to occur. Of course, as noted above, the traffic volume data used in the analysis did not include the 3:00 – 4:00 PM hour, in violation of LADOT requirements.

Consequently, the analysis of PM peak hour conditions documented in the DEIR is deficient, in that it fails to address the actual peak period of construction-related traffic demand occurring within the LADOT-required three-hour PM peak period. Instead, the DEIR addresses a PM time period when project-related construction traffic will be 14 percent of the peak level.

This is obviously a substantial deficiency in the analysis, which must be rectified in combination with collection of new traffic data, as described above.

Response: As an initial matter, LADOT policies are not applicable to this traffic analysis, and the commentor does not cite to a specific LADOT policy. As noted in Draft EIR Section 4.4.3.1, LADOT has indicated that no traffic study is required in these circumstances because there is "'no requirement to assess the temporary traffic impacts of a project resulting from construction activities. So, the proposal to prepare a traffic study is voluntary. Additionally, LADOT reiterated in January 2017 that it does not require traffic impact studies for traffic construction-related impacts."[1] As also noted in Response to Comment T2/3-AL00001-13, the City of El Segundo has not prepared construction traffic analyses for either of their recently certified EIRs.

As described in Section 4.4.2 of the Draft EIR, and revised in Chapter 3, Corrections and Additions to the Draft EIR, intersection turning movement data were collected at key traffic study area intersections between 2013 and 2015. Traffic counts at intersections within the City of Los Angeles were generally obtained from 7:00 a.m. to 10:00 a.m., and from 3:00 p.m. to 6:00 p.m., consistent with the LADOT Traffic Study Policies and Procedures guidelines.[2] The counts at the remaining intersections under other jurisdictions were obtained from 7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m. The traffic count periods were established to obtain traffic count data during the a.m. and p.m. peak commuter periods and represent the most recent counts at the construction traffic study area intersections. These counts were used as a basis for preparing the construction traffic analysis and assessing project-related traffic impacts. This approach provides a conservative impact analysis by assuming the project's trips occur during the morning or afternoon commuter peak period. As stated in Section 4.4.3.3, the hours of analysis represent the beginning of the commuter peak periods (7:00 a.m. to 8:00 a.m. and 4:00 p.m. to 5:00 p.m.). As outlined in Standard Control Measure LAX-ST-1 (described in Section 4.4.8, as revised in Chapter 3, Corrections and Additions to the Draft EIR), peak commuter traffic periods are between 7:00 a.m. to 9:00 a.m. and 4:30 p.m. to 6:30 p.m.; therefore, the 3:00 p.m. to 4:00 p.m. hour falls outside of the commuter peak period. Shift times were established to avoid the commuter peak hours to the maximum extent feasible in order to limit the impact of construction vehicles on the roadway network. However, as

noted in Draft EIR Section 4.4.3.7, there will be rare occasions when a third construction shift is necessary. This process of shifting trips to non-peak time periods, such as 3:00 p.m. to 4:00 p.m. has been expressly upheld as a valid mitigation measure. (*Endangered Habitats League, Inc. v. County of Orange* (2005) 131 Cal.App.4th 777.)

The text on page 4.4-4 of the Draft EIR referring to "the estimated peak hours for construction-related traffic were determined by reviewing the estimated hourly construction-related trip activity for the proposed project developed for this study. The a.m. peak hour was determined to be 7:00 a.m. to 8:00 a.m. and the p.m. peak hour was determined to be 4:00 p.m. to 5:00 p.m." is incorrect. The sentence should refer to the fact that peak hours were determined based on the intersection turning movement counts. The last two sentences of the first paragraph on page 4.4-4 of the Draft EIR are hereby revised as follows (see Chapter 3, Corrections and Additions to the Draft EIR):

> ~~The estimated peak hours for construction-related traffic were determined by reviewing the estimated hourly construction-related trip activity for the proposed project developed for this study.~~ The a.m. peak hour was determined to be 7:00 a.m. to 8:00 a.m.*, while* ~~and~~ the p.m. peak hour was determined to be 4:00 p.m. to 5:00 p.m.

Furthermore, a construction schedule was developed to estimate shift times to be implemented during the proposed project. Based on the construction schedule described above, employees were estimated to be entering the site between 6:00 a.m. to 7:00 a.m., 2:00 p.m. to 3:00 p.m., and 10:00 p.m. to 11:00 p.m. Conversely, employees were estimated to be exiting the site between 7:00 a.m. to 8:00 a.m. to account for the rare occasions when a 3rd work shift is necessary, 3:00 p.m. to 4:00 p.m., and 11:00 p.m. to 12:00 a.m. Shift times were established to avoid the commuter peak hours in order to limit the impact of construction vehicles on the roadway network. However, as the commentor notes, the highest level of construction-related traffic in the a.m. would overlap with the a.m. peak hour of 7:00 a.m. to 8:00 a.m. The proposed project p.m. peak hour (4:00 p.m. to 5:00 p.m.) represents a period for material delivery trucks accessing/egressing the staging area only, and assumed that no employee trips would be on the roadways at this time, as employees have either arrived or departed the staging lot prior to 4:00 p.m. (i.e., the timing of the afternoon shift [3:00 p.m. to 11:00 p.m.] requires all employees to be on-site prior to the 4:00 p.m. to 5:00 p.m. hour). The construction-related p.m. peak hour (3:00 p.m. to 4:00 p.m.) occurs one hour prior to the p.m. commuter peak hour and therefore is not included in the analysis.

In accordance with criteria set forth in the *LADOT Traffic Study Policies and Procedures*[3] manual, and listed in Section 4.4.3.1 of the Draft EIR, the analysis included in the Draft EIR correctly analyzes the impact of construction traffic during the a.m. and p.m. commuter peak periods. This is also consistent with LADOT policy which states that a traffic impact study should be based upon the "traffic volumes for both the a.m. and p.m. peak hours *at the study intersections* [emphasis added]" not the project's peak hours.[4] The City of El Segundo has utilized similar methodology in their own traffic analyses that focus upon the "Peak hour LOS *of the study intersections*" not the peak hour for the project's trip generation.[5]

[1] Ayala, Pedro, City of Los Angeles, Department of Transportation, Electronic Mail Message to Patrick Tomcheck, Los Angeles World Airports, Subject: FW: Traffic Impact Studies for Construction-Related Impacts, January 19, 2017.

[2] City of Los Angeles Department of Transportation, Traffic Study Policies and Procedures, August 2014.

[3] City of Los Angeles Department of Transportation, Traffic Study Policies and Procedures, August 2014.

[4] City of Los Angeles Department of Transportation, Traffic Impact Study Guidelines, December 2016, page 15.

[5] El Segundo South Specific Plan Draft EIR, pages 22, 27 of the Traffic Appendix, available online at: http://elsegundo.org/depts/planningsafety/planning/el_segundo_south_specific_plan_draft_eir.asp. El Segundo Agenda Report dated January 19, 2016 available online at: http://www.elsegundo.org/civicax/filebank/blobdload.aspx?BlobID=14546 ["On December 15, 2015, the City

Council adopted Resolution No. 4958 certifying the Environmental Impact Report (Environmental Assessment No. EA-905) for the El Segundo South Campus Specific Plan project."]

T2/3-AL00001-43

Comment: 4. ***Inadequate Haul Route Analysis*** – The DEIR identifies the proposed construction vehicle routes on p. 4.4-18 and on Figure 4.4-3 (DEIR p. 4.4-20). Among the roads to be substantially affected is West Imperial Highway along the northern edge of the City of El Segundo. In fact, DEIR Figure 4.4-3 (DEIR p. 4.4-20) appears to indicate that as many as 67 percent of the project-related trucks would use West Imperial Highway, as follows:

- 32 percent regional trips to/from the east on I-105;
- 23 percent regional trips to/from the south on I-405;
- 5 percent local trips to/from the east on West Imperial Highway;
- 5 percent local trips to/from the south on Sepulveda Boulevard; and
- 2 percent local trips to/from the south on Aviation Boulevard.

DEIR Table 4.4-4 (DEIR pp. 4.4-17 - 4.4-18) shows that a total of 360 passenger-car-equivalent truck trips per day are estimated, based on application of a "passenger car equivalent" (PCE) factor of 2.5 for trucks; that is, one truck is equivalent to 2.5 passenger cars, in terms of its effect on the roadway system. (DEIR p. 4.4-16) If 67 percent of those trips are on West Imperial Highway, an additional 240 PCE truck trips will occur there each day throughout the course of the more than six-year construction period.

Response: Please see Response to Comment T2/3-AL00001-16 for discussion on haul truck travel routes.

Additionally, the proposed project-related construction traffic PCEs presented in Table 4.4-4 of the Draft EIR represent activity when construction of the proposed project would be at its peak. As stated in Section 4.4.3.7 of the Draft EIR, the peak construction period for the proposed project would likely occur during March 2020. Construction employee and truck trips were estimated on an hourly basis over the typical busy day, which coincides with the peak period of construction, and therefore, construction employment. It is likely that this would occur over several days, or weeks, when construction of the proposed project is at its peak. Contrary to the commentor's assertion, this level of activity is only estimated to occur during the peak construction period, and would not occur each day throughout the course of the proposed project. Daily trips throughout the remainder of the proposed project construction would be lower than those depicted in Table 4.4-4 of the Draft EIR.

T2/3-AL00001-44

Comment: The DEIR largely ignores the effects of trucks on West Imperial Highway and other affected roads, however. Trucks have an inordinate adverse effect on traffic operations and safety, due to their size and operating characteristics, particularly with regard to slower acceleration, longer braking distances, and the need for greater separation between vehicles. Key concerns that were not addressed in the DEIR include:

A. Safety – The traffic study includes no discussion or analysis of auto-truck conflicts and the potential safety issues associated with mixing automobile traffic with a substantially increased volume of heavy-vehicle traffic.

Response: Please see Response to Comment T2/3-AL00001-16. As also described in Response to Comment T2/3-AL00001-16, a "passenger car equivalent" (PCE) factor of 2.5 was applied

to truck trips (i.e., each truck trip would be equivalent to 2.5 passenger car trip), which takes into consideration truck operational characteristics such as slower acceleration, longer braking distances, and greater separation between vehicles. Furthermore, and also addressed in Response to Comment T2/3-AL00001-16, haul truck traffic at the intersection of Imperial Highway and Pershing Drive was estimated to account for less than one (1) percent of total traffic. Therefore, contrary to what the commentor states, heavy-vehicle traffic related to the proposed project would not substantially increase traffic volume in the area.

T2/3-AL00001-45

Comment: B. Pavement Condition – The addition of substantial volumes of heavy trucks will take a toll on the condition of the pavement on West Imperial Highway and the other haul routes. A mitigation measure must be identified to address this issue, particularly calling for reimbursement of the additional costs incurred by the City of El Segundo to maintain this critical roadway in acceptable condition.

Response: Please see Response to Comment T2/3-AL00001-16. LAWA will also continue to consult with the agencies responsible for maintenance of Imperial Highway and other roadways to identify any issues during construction with the condition of the haul routes.

T2/3-AL00001-46

Comment: C. Cumulative Effects of Truck Traffic – The DEIR notes that a number of other projects are currently being considered at LAX. DEIR Table 4.4-6 (DEIR p. 4.4-24) lists eight other LAX projects that are anticipated to be under construction in November 2019 (i.e., the "overall cumulative peak" construction period), including the following:

- Midfield Satellite Concourse North,
- Miscellaneous Projects/Improvements,
- LAX Northside Development Area Project,
- Airport Metro Connector 96th Street Transit Station,
- Airport Security Buildings,
- Landside Access Modernization Program,
- Concourse 0, and
- North Airfield Improvements Project.

In addition, DEIR Table 4.4-5 (DEIR p. 4.4-21) lists thirteen more LAX-area projects (for a total of 21) that will be under construction during some or all of the six-year-plus construction period for the proposed project. And, of course, DEIR Table 3-2 (DEIR pp. 3-9 – 3-17) lists a total of 212 "LAX Area Probable Development Projects." Thus, up to 233 development projects are anticipated in or near the study area, each of which will generate truck traffic during its construction period. (As will be discussed later, all but the above-listed eight projects were inappropriately ignored in all aspects of the DEIR traffic analysis.)

Each of the projects described above will generate substantial truck volumes during construction. For example, the Landside Access Modernization Program, which is also currently under environmental review, is estimated to generate 1,944 PCE truck trips each day on the same roads that will be affected by the proposed Terminals 2 and 3 project. (Reference: Los Angeles World Airports, *Draft Environmental Impact Report for Los Angeles International Airport (LAX) Landside Access Modernization Program*, September

2016, Table 4.12.3-4, p. 4.12-215.) If 67 percent of those trips use West Imperial Highway, 1,300 PCE truck trips will be added to that road each day.

As another example, the LAX Northside Development Area Project will generate 238 daily truck trips. (Reference: Gibson Transportation Consulting, Inc., *Transportation Study for the LAX Northside Plan Update*, May 2014, p. 269.) Those truck trips will be equivalent to about 600 passenger car trips.

Further, detailed review of DEIR Table 4.4-6 raises questions regarding the accuracy of the truck trip numbers presented there. Specifically, Footnote 3 to that table indicates that the truck trip estimates have been adjusted using a PCE factor of 2.5. If that were the case, the smallest number that could appear in the columns indicating truck trips would be 3 (i.e., 1 truck * 2.5 = 2.5 PCE, which would round up to 3). However, two of the projects are shown to have only one PCE trip in each direction in both the AM and PM peak hours (Miscellaneous Projects/Improvements and North Airfield Improvements).

In addition, application of the 2.5 PCE factor should mean that each truck trip value presented in the table would be a multiple of 2.5 (with appropriate consideration of rounding). However, that is not the case. For example, the Landside Access Modernization Program is shown to have 71 PCE truck trips in each direction in both peak hours. Seventy-one PCE divided by 2.5 indicates 28.4 truck trips. To test whether this is simply a result of round-off error, we multiplied 28 trucks by 2.5 and got 70 PCE truck trips. We then multiplied 29 trucks by 2.5 and got 72.5, which would round to 73. In short, there is no number of truck trips that can be multiplied by 2.5 and get a result of 71 PCE trips.

Similarly, the Airport Security Buildings project is shown to have 6 PCE trips in each direction in both the AM and PM peak hours. Obviously, 6 is not a multiple of 2.5, and no calculation would round-off to 6. Only PCE values of 5 or 8 (i.e., 7.5 rounded up) make sense in this case.

Response: Please see Responses to Comments T2/3-AL00001-15 and T2/3-AL00001-17 for discussion of projects included in the cumulative traffic impacts analysis.

Specifically related to the proposed project, as shown in Table 4.4-6 (and as corrected in Chapter 3, Corrections and Additions to the Draft EIR), it was estimated that a total of 146 passenger car equivalent (PCE) haul truck trips would be generated by the LAX Landside Access Modernization Program during the cumulative peak month of November 2019. Table 4.12.3-4 of the LAMP FEIR depicts the project peak traffic and estimated PCEs for the LAX Landside Access Modernization Program. Contrary to what the commentor states, this level of activity is only estimated to occur during the peak construction period, and would not occur each day throughout the course of the proposed project. Daily haul truck trips related to the LAX Landside Access Modernization Program would vary and would be lower than those depicted in Table 4.12.3-4 of the LAX Landside Access Modernization Program Draft EIR.[1]

The volume of haul truck PCEs are based on the ratio of total construction employees per haul truck PCE. Specifically, the detailed construction schedules developed for the Bradley West Project, Central Utility Plant Replacement Project (CUP-RP), West Aircraft Maintenance Area Project (WAMA), and Midfield Satellite Concourse (MSC) Project were reviewed to determine the estimated number of haul truck PCEs per employee hour. For those projects which had no information available, a weighted ratio of the Bradley West Project, CUP-RP, WAMA, and MSC projects were used to develop the estimated number of haul truck PCEs. As the commentor notes, each truck trip value presented in Table 4.4-6 should be a multiple of 2.5 with appropriate consideration for rounding. Table 4.4-6 has been updated to include the revised haul truck PCEs detailed below (see Chapter 3, Corrections and Additions to the Draft EIR):

Project	Haul Truck PCEs originally included in Table 4.4-6 of the Draft EIR	Revised Haul Truck PCEs	Change
Terminals 2 and 3 Modernization Project [proposed project]	13	13	-
Midfield Satellite Concourse North	92	93	+1
Miscellaneous Projects/Improvements	1	3	+2
Airport Metro Connector (AMC) 96th Street Transit Station	5	5	-
Airport Security Buildings	6	8	+2
Landside Access Modernization Program	71	73	+2
Concourse 0	65	65	-
North Airfield Improvements	1	3	+2
TOTAL	**254**	**263**	**+9**

The analysis of cumulative construction traffic impacts in Section 4.4, Construction Surface Transportation, of the Draft EIR has also been updated to include the revised haul truck PCEs, which was a total of nine (9) additional trips as shown in the table above and in see Chapter 3, Corrections and Additions to the Draft EIR. Tables 4.4-9 and 4.4-10 have also been updated to reflect the revised analysis (see Chapter 3, Corrections and Additions to the Draft EIR). The revisions described above do not change the results of the analysis included in the Draft EIR.

[1] City of Los Angeles, Los Angeles World Airports, Draft Environmental Impact Report for Los Angeles International Airport (LAX) Landside Access Modernization Program, (SCH 2015021014), Section 4.12.3, Construction Surface Transportation, September 2016.

T2/3-AL00001-47

Comment: In summary, substantial additional truck travel will occur in the study area in conjunction with the proposed Terminals 2 and 3 Modernization Project as well as a number of other LAX-area projects. As noted above, only 8 of the 233 LAX-area development projects identified in the DEIR were considered in the traffic analysis, even though all of them will generate truck traffic during their respective construction periods. Despite this, the potential cumulative impacts relating to truck-related safety and pavement condition in the study area have been ignored in the DEIR. Furthermore, the estimated number of PCE trips employed in the cumulative conditions intersection level of service analyses appears to be incorrect.

Response: Please see Responses to Comments T2/3-AL00001-15 and T2/3-AL00001-17 for discussion of projects included in the cumulative traffic impacts analysis. Please see Responses to Comments T2/3-AL00001-44 and T2/3-AL00001-45 regarding safety-related and pavement condition analyses, respectively. Please see Response to Comment T2/3-AL00001-46 for discussion related to the number of PCE trips included in the construction traffic analysis.

T2/3-AL00001-48

Comment: 5. ***Baseline Traffic Volumes*** – With regard to determination of "baseline" traffic conditions, DEIR p. 4.4-4 says:

> *Baseline conditions used in the analysis of project-related construction traffic impacts are defined as the existing conditions within the construction traffic study*

area at the time of the analysis (November 2016). Intersection turning movement volumes were collected over a two-year period (2013 to 2015), representing the most current comprehensive traffic counts completed by LAWA [Los Angeles World Airports]*. Additionally, LAWA conducts annual driveway volume counts at various locations throughout the Airport . . . Furthermore, LAWA collects annual traffic volume counts each August along the CTA* [Central Terminal Area] *roadways to estimate annual growth in Airport traffic. . . . Consequently, both the driveway count data and CTA data were used to establish a growth rate to adjust the 2015 traffic volumes to 2016 levels. . . . The a.m. traffic volumes were increased by 12.1 percent, while the p.m. traffic volumes were increased by 11.2 percent. These volumes were used as a basis for preparing the construction traffic analysis and assessing project-related construction traffic impacts.*

First, we note that 2013 – 2015 is actually a three-year period (2013, 2014, and 2015), rather than a two-year period, as described in the DEIR.

We also note that, while the DEIR describes how counts from 2015 were adjusted to represent baseline (2016) conditions, no corresponding description is provided with respect to adjustment of traffic volumes from 2013 or 2014. Treating the percentages described above as average (i.e., uncompounded) growth rates would suggest that a 2013 AM peak-hour traffic volume would need to be increased by 36.3 percent to estimate a 2016 value (i.e., three years at 12.1 percent per year), and a 2013 PM peak-hour count would be increased by 33.6 percent (i.e., three years at 11.2 percent per year). For 2014 counts, the growth factors would be 24.2 percent and 22.4 percent for the AM and PM peak hours, respectively. Were these equivalent annual growth factors applied to the older counts? If not, why not?

Response: As stated by the commentor, traffic counts collected from 2013 to 2015 represents a three-year period, rather than a two-year period. The text in Section 4.4.2.1 and Section 4.4.2.2 of the Draft EIR has been revised to state traffic counts were collected over a three-year period (see Chapter 3, Corrections and Additions to the Draft EIR). It is not accurate that this is a violation of LADOT Policy. LADOT policies are not applicable to this traffic analysis. As noted in Draft EIR Section 4.4.3.1 LADOT has indicated that no traffic study is required in these circumstances because there is "'no requirement to assess the temporary traffic impacts of a project resulting from construction activities. So, the proposal to prepare a traffic study is voluntary. Additionally, LADOT reiterated in January 2017 that it does not require traffic impact studies for traffic construction-related impacts." Additionally, as noted below, utilizing more recent traffic counts would not provide an accurate estimate of baseline conditions. This is consistent with CEQA which recognizes that there may be temporary lulls or spikes in baseline conditions, and that lead agencies have discretion to determine the appropriate baseline data to account for such fluctuations. As also noted in Response to Comment T2/3-AL00001-13, the City of El Segundo has not prepared construction traffic analyses for either of their recently certified EIRs.

Contrary to what the commentor states, the growth rates used to adjust traffic volumes from 2015 to 2016 is not a yearly average, but an increase from 2015 to 2016 only. As stated in Section 4.4.1 of the Draft EIR, the proposed project peak month was estimated to be March 2020, while the cumulative peak month was estimated to occur in November 2019. All 2015 traffic volumes included in the analysis were collected in March, May or October, similar to the months of the analysis. All 2014 traffic volumes were collected in July 2014, which represents a month of higher traffic activity. For this reason, it was considered appropriate to equate the 2014 traffic volumes to the traffic volumes collected in 2015, and all intersections were increased at the same rate (12.1 percent in the a.m., and 11.2 percent in the p.m.). Upon equating the July 2014 traffic counts to 2015, all

intersection volumes were then increased to 2016 using a combination of driveway volume counts and Central Terminal Area traffic volumes. Due to the location of the study area, and proximity to LAX, it was appropriate to consider growth of both background traffic and Airport-related traffic. Specifically, the large increase in passenger activity at LAX from 2015 to 2016 was considered when developing the growth rates used in the analysis. For example, traffic volume growth year over year is typically two percent when accounting for background traffic only. By factoring in Airport-related traffic, the growth rates used to establish the 2016 baseline (12.1 percent in the a.m. and 11.2 percent in the p.m.) are considered appropriate and highly conservative. Traffic counts from three (3) intersections, which included: Sepulveda Boulevard and 76th / 77th Street, Sepulveda Boulevard and 79th / 80th Street, and Sepulveda Boulevard and 83rd Street, were collected in 2013. At the time the Notice of Preparation (NOP) for the T2/T3 Modernization Project was issued in 2016, construction of the Los Angeles County Metropolitan Transportation Authority (Metro) LAX/Crenshaw line was underway along Aviation Boulevard and at Aviation/Century Boulevard. This construction activity has disrupted typical traffic patterns in the area; because of this disruption, essentially shifting more traffic to Sepulveda Boulevard, it was determined that new traffic counts would not be representative of typical traffic at these intersections as explicitly noted on Draft EIR page 4.4-4. For that reason, it was considered appropriate to use 2013 data for these three (3) intersection locations, which was the most recent traffic counts available prior to construction of the Metro LAX/Crenshaw line. These three (3) intersections counted in 2013 were then increased at the same rate (12.1 percent in the a.m. and 11.2 percent in the p.m.). However, regardless of the baseline traffic volumes utilized, as shown in Table 4.4-7 through Table 4.4-10 of the Draft EIR, the contribution of project traffic to these intersections would be minimal, with the largest increase in v/c being 0.003. For that reason, regardless of the baseline traffic used in the analysis, the small contribution of traffic is unlikely to trigger a significant impact at these intersections.

T2/3-AL00001-49

Comment: 6. ***Future Cumulative Traffic Volumes*** – Development of the cumulative (November 2019) traffic volumes is described at DEIR p. 4.4-6 and, in more detail, beginning at DEIR p. 4.4-19. In summary, that process involved application of a two percent per year growth factor, in combination with the traffic associated with eight other planned projects that are expected to be under construction in November 2019.

Specifically, DEIR p. 4.4-6 states:

> *. . . background traffic was increased to reflect additional growth from non-specific projects, which may include both Airport and non-Airport related projects. The construction traffic analysis assumed a two percent annual growth in background traffic which produces a conservative traffic volume scenario that would account for additional construction-related traffic in the event that additional construction projects are initiated during the timeframe evaluated for this study.*

Obviously, the two percent per year growth factor employed in this process varies substantially from the 12.1 percent and 11.2 percent growth factors that were used to develop the baseline traffic volumes. As described above, the larger percentages were based directly on data collected at and near LAX. On the other hand, the two percent per year value was apparently used simply because it is, ". . . consistent with previous direction first provided by LADOT for use in the SAIP construction traffic analysis . . ." (DEIR p. 4.4-6) SAIP refers to the South Airfield Improvement Project, which was the subject of an environmental impact report prepared in October 2005, over 11 years ago. Clearly, to develop a truly "conservative traffic volume scenario," it is appropriate to use the more

recent and more relevant LAX-area growth factors described above in place of the historical two percent value.

Response: As described in Section 4.4.2.2 (and as corrected in Chapter 3, Corrections and Additions to the Draft EIR), baseline conditions used in the analysis of project-related construction traffic impacts are defined as the existing conditions within the construction traffic study area at the time the NOP was published (August 2016). To reflect 2016 baseline conditions, the intersection turning movement counts collected between 2013 and 2015 were adjusted using driveway count data and CTA data. As the commentor notes, the a.m. traffic volumes were increased by 12.1 percent, while the p.m. traffic volumes were increased by 11.2 percent. Due to the location of the study area, and proximity to LAX, it was appropriate to consider growth of both background traffic and Airport-related traffic. Specifically, the large increase in passenger activity at LAX from 2015 to 2016 was considered when developing the growth rates used in the analysis. For example, traffic volume growth year over year is typically two percent when accounting for background traffic only. By factoring in Airport-related traffic, the growth rates used to establish the 2016 baseline (12.1 percent in the a.m. and 11.2 percent in the p.m.) are considered appropriate and conservative. These volumes were used as a basis for preparing the construction traffic analysis and assessing project-related construction traffic impacts.

The additional two percent annual growth is not an LAX-area growth factor as the commentor asserts. As described in Section 4.4.2.4, this growth is included to reflect any additional growth from non-specific projects, which may include both Airport- and/or non-Airport related projects. This is considered conservative, as the Los Angeles County Metropolitan Transportation Authority's Congestion Management Program (CMP) estimates the growth factors for "South Bay/LAX" at 1.013 from the year 2015 to 2020. This is the equivalent of approximately 0.3 percent per year, as noted on Draft EIR page 4.4-6. (Los Angeles County Metropolitan Transportation Authority CMP, Exhibit D-1).[1] This produces a conservative traffic volume scenario that would account for additional construction-related traffic in the event that additional construction projects are initiated during the timeframe evaluated for this study, and would happen to occur during the cumulative peak month of the proposed project (November 2019).

In summary, the 12.1 percent and 11.2 percent growth was used to establish baseline 2016 conditions, whereas the two percent annual growth accounts for additional development projects which may occur during the timeframe of the proposed project.

[1] As discussed on page D-3 of the Los Angeles County Metropolitan Transportation Authority's 2010 CMP "At a minimum, horizon year background traffic growth estimates must use the generalized growth factors shown in Exhibit D-1. These growth factors are based on regional modeling efforts, and estimate the general effect of cumulative development and other socioeconomic changes on traffic throughout the region. Beyond this minimum, selection among the various methodologies available to estimate horizon year background traffic in greater detail is left to the lead agency." The 2010 CMP is available online at: http://media.metro.net/docs/cmp_final_2010.pdf.

T2/3-AL00001-50

Comment: In addition to the inadequate two percent per year growth factor, the analysis incorporates estimated traffic volumes for eight concurrent LAX construction projects, which are listed in DEIR Table 4.4-6 (DEIR p. 4.4-24). That is, the DEIR considers only LAX-area related projects that are expected to be under construction at the same time as the proposed Terminals 2 and 3 Modernization Project; it ignores any related projects that might generate non-construction-related traffic in the study area, including a number of the 29 projects listed in DEIR Table 3-1 (DEIR pp. 3-4 – 3-7), which lists "Development Projects At/Adjacent to LAX."

Response: Please see Responses to Comments T2/3-AL00001-15 and T2/3-AL00001-17 for discussion of projects included in the cumulative traffic impacts analysis.

T2/3-AL00001-51

Comment: Moreover, DEIR Table 3-2 (DEIR pp. 3-9 – 3-17) presents a list of 212 "probable" development projects that were ignored in the traffic analysis. That list includes projects in the Cities of Los Angeles, Culver City, El Segundo, Manhattan Beach, Lawndale, Inglewood, Hawthorne, and the County of Los Angeles. It seems obvious that consideration of only the projects listed in DEIR Table 4.4-6 (DEIR pp. 4.4-24) in combination with the two percent annual growth factor is inadequate to provide a reasonable estimate of cumulative traffic volumes during the construction period for the proposed project.

Response: Please see Response to Comment T2/3-PC00001-10 for discussion on how the 212 probable development projects were considered in the analysis. Additionally, please see Responses to Comments T2/3-AL00001-15 and T2/3-AL00001-17 for discussion of projects included in the cumulative traffic impacts analysis.

T2/3-AL00001-52

Comment: In summary, the cumulative traffic volumes employed in the analysis are deficient in that they:

• Are based, in part, on a growth factor that fails to accurately reflect the recent level of traffic growth in the vicinity of LAX, as documented in the traffic study;

• Account for only construction-related traffic associated with a selected list of eight related projects "at/adjacent to" LAX;

• Are the result of inaccurate conversion of truck trips to PCE trips, as described above,)

• Totally ignore non-construction-related traffic from any other projects, including the 212 "probable" projects listed in the DEIR.

Consequently, the cumulative traffic analysis documented in the DEIR fails to adequately or accurately evaluate the potential impacts of the proposed project. The analysis must be revised to incorporate accurate estimates of future traffic volumes in the study area.

Response: Please see Responses to Comments T2/3-AL00001-15 and T2/3-AL00001-17 for discussion on the projects included in the cumulative traffic condition, T2/3-AL00001-46 for discussion on the development of PCE trips, T2/3-AL00001-49 for discussion on the growth factors used in the analysis, and T2/3-PC00001-10 for discussion on how the 212 probable projects were included in the analysis. Contrary to the commentor's assertion, the construction traffic analysis conducted for the T2/T3 Modernization Project adequately evaluates the potential impacts of the proposed project.

T2/3-AL00001-53

Comment: 7. ***Fuel Consumption Estimates*** – Construction-related fuel consumption associated with the proposed project is estimated beginning at DEIR p. 6-4. Three tables are presented there, as follows:

• Table 6-1: Construction Worker Gasoline Demand (DEIR p. 6-5),

• Table 6-2: Construction Off-Site Deliveries and Hauling Demand (DEIR p. 6-6), and

• Table 6-3: Construction On-Site Deliveries and Hauling Demand (DEIR p. 6-6).

In each case, fuel consumption was estimated from total estimated carbon dioxide emissions using a designated conversion factor for either gasoline or diesel fuel. To check the reasonableness of the fuel consumption estimates, we have performed an additional step, in which we derived the fuel economy values (in terms of miles per gallon or MPG) associated with the information presented in the three tables. That process involved first deriving values for "total miles traveled" by multiplying the number of trips by the trip length. The fuel economy values were then derived by dividing that total miles traveled value by the number of gallons of fuel presented in each table. Tables 1 – 3 summarize that information.

Table 1 summarizes the gasoline consumption figures related to construction worker travel. As shown, the fuel economy values vary substantially by phase, from as low as 0.85 MPG to as high as 12.57 MPG. Overall, a fuel economy value of 2.00 MPG was derived from the information in DEIR Table 6-1.

Table 1
Construction Worker Gasoline Demand[1]

Phase	Trips	Trip Length (Miles)	Total Miles Traveled[2]	Gallons of Gasoline	Miles Per Gallon[3]
Airside Civil/Apron Work	5,186	40	207,440	16,498	12.57
Terminal 3BHS Sprung Building	310	40	12,400	5,050	2.46
Terminal 3 Concourse	7,166	40	286,640	71,829	3.99
Terminal 2& 3 Headhouse	5,267	40	210,680	246,465	0.85
Terminal 2 Concourse	5,785	40	231,400	93,603	2.47
Terminal 3 North (Satellite)	1,984	40	79,360	43,322	1.83
Terminal 3.5 Headhouse	3,705	40	148,200	112,458	1.32
TOTAL	29,403	40	1,176,120	589,225	2.00

Notes:
[1] Source: DEIR, Table 6-1: Construction Worker Gasoline Demand, p. 6-5.
[2] Derived by multiplying "Trips" by "Trip Length"
[3] Derived by dividing "Total Miles Traveled" by "Gallons of Gasoline"

Table 2 presents similar information for Construction Off-Site Deliveries and Hauling Demand, based on diesel consumption data presented in DEIR Table 6-2. Substantial variation is again shown for the various phases of construction activity, with fuel economy values ranging from 5.92 MPG to 34.38 MPG, with an overall value of 26.29 MPG.

Table 2 Construction Off-Site Deliveries and Hauling Demand[1]					
Phase	Trips	Trip Length (Miles)	Total Miles Traveled[2]	Gallons of Diesel	Miles Per Gallon[3]
Airside Civil/Apron Work	42,931	40	1,717,240	49,951	34.38
Terminal 3BHS Sprung Building	50	40	2,000	296	6.76
Terminal 3 Concourse	1,665	40	66,600	4,828	13.79
Terminal 2& 3 Headhouse	4,496	40	179,840	15,074	11.93
Terminal 2 Concourse	175	40	7,000	1,182	5.92
Terminal 3 North (Satellite)	340	40	13,600	2,069	6.57
Terminal 3.5 Headhouse	1,426	40	57,040	4,335	13.16
TOTAL	51,083	40	2,043,320	77,735	26.29

Notes:
[1] Source: DEIR, Table 6-2: Construction Off-Site Deliveries and Hauling Demand, p. 6-6.
[2] Derived by multiplying "Trips" by "Trip Length"
[3] Derived by dividing "Total Miles Traveled" by "Gallons of Diesel"

Finally, Table 3 presents the derivation of the diesel fuel economy estimates for Construction On-Site Deliveries and Hauling Demand. In this case, the trip length is somewhat shorter than was indicated in the two tables above, because of the nature of "on-site" travel. This table indicates substantially less fuel economy variation among the construction phases, with a range of 6.62 to 9.76 MPG and an overall value of 6.77 MPG.

Table 3 Construction On-Site Deliveries and Hauling Demand[1]					
Phase	Trips	Trip Length (Miles)	Total Miles Traveled[2]	Gallons of Diesel	Miles Per Gallon[3]
Airside Civil/Apron Work	42,931	16.5	708,362	106,995	6.62
Terminal 3BHS Sprung Building	50	16.5	825	99	8.33
Terminal 3 Concourse	1,665	16.5	27,473	3,645	7.54
Terminal 2& 3 Headhouse	4,496	16.5	74,184	9,852	7.53
Terminal 2 Concourse	175	16.5	2,888	296	9.76
Terminal 3 North (Satellite)	340	16.5	5,610	690	8.13
Terminal 3.5 Headhouse	1,426	16.5	23,529	2,857	8.24
TOTAL	51,083	16.5	842,870	124,434	6.77

Notes:
[1] Source: DEIR, Table 6-3: Construction On-Site Deliveries and Hauling Demand, p. 6-5.
[2] Derived by multiplying "Trips" by "Trip Length"
[3] Derived by dividing "Total Miles Traveled" by "Gallons of Diesel"

In each of the three cases, it is unclear why the fuel economy values form each phase should vary to such a large degree. A single fuel-specific factor was used to convert the carbon dioxide emissions estimates to gallons of either gasoline or diesel fuel. This would suggest uniformity among the derived values, but that is not the case. Moreover, the derived fuel economy values do not all appear to be reasonable. For example, the overall fuel economy figure for construction worker trips is 2.00 MPG, with all but one of the individual phase values being less than 4.00 MPG.

The process used to derive the fuel consumption estimates must be reviewed. If that process reveals that the results are inaccurate, revised figures must be provided for public review. At a minimum, a better explanation must be provided with respect to derivation of the fuel consumption values presented in DEIR Tables 6-1 through 6-3.

Response: Tables 6-1 and 6-2 in Chapter 6 of the Draft EIR disclose the number of trips required for workers and off-site hauling for each modeled phase of construction. The number of trips shown in the Draft EIR are incorrect and were a typographical error, not an error with the underlying analysis or conclusions. The calculations for total CO_2 emissions in the Draft EIR used the revised values presented below, not the number of trips originally presented in these tables. Tables 6-1 and 6-2 of the Draft EIR have been revised to include the correct trip numbers as shown below and in Chapter 3, Corrections and Additions to the Draft. The corrected trip numbers are calculated using the data provided in the Hauling Data and Activity Schedule sheets available in Appendix B.1 of the Draft EIR. The emissions and total gallons of fuel consumed were originally calculated from the Appendix B.1 data; therefore, the emissions and total gallons of fuel consumed are accurate and do

not need to be revised. The appropriate values for off-site worker trips and material hauling are included in revised Tables 6-1 and 6-2 below.

Table 6-3 in Chapter 6 of the Draft EIR discloses the miles per trip required for on-site hauling for each modeled phase of construction. The trip lengths shown in the Draft EIR are incorrect and were a typographical error, not an error with the underlying analysis or conclusions. The calculations for total CO_2 emissions in the Draft EIR used the revised values presented below, not the trip lengths originally presented in these tables. Table 6-3 of the Draft EIR has been revised to include the correct trip length as shown below and in Chapter 3, Corrections and Additions to the Draft. The corrected trip distances are estimated using AERMOD and estimated on-site haul routes provided in the Assumptions sheet available in Appendix B.1 of the Draft EIR. The emissions and total gallons of fuel consumed were originally calculated from the AERMOD and Appendix B.1 data; therefore, the emissions and total gallons of fuel consumed are accurate, and do not need to be revised. Revised Table 6-3 below provides the appropriate values for on-site hauling.

In addition, for informational purposes and to correct inaccurate information included in the commentor's Tables 1, 2 and 3 above, the associated total miles traveled and fuel economy for each phase of construction are provided to the right of Draft EIR revised Tables 6-1, 6-2 and 6-3. Minor discrepancies in fuel economy for each phase are due to CO_2 emissions due to idling and startup emissions which are calculated as a function of total trips and trip lengths. Because the fuel economies are partially based on parameters that vary between the different activities, some variation is expected in the fuel economy values.

Revised Table 6-1

Construction Worker Gasoline Demand

						Associated Fuel Economy (for informational purposes)	
Phase	**Trips**	**Trip Length (miles)**	**CO_2 Worker Trips (MT)**	**Kg CO_2/Gal**	**Gallons of Gasoline**	**Total Miles Traveled**	**Fuel Economy (miles per gallon)**
Airside Civil/Apron Work	~~5,186~~ *11,286*	40	147	8.91	16,498	451,440	27.36
Terminal 3 BHS Sprung Building	~~310~~ *3,294*	40	45	8.91	5,050	131,760	26.09
Terminal 3 Concourse	~~7,166~~ *48,570*	40	640	8.91	71,829	1,942,800	27.05
Terminal 2 & 3 Headhouse	~~5,267~~ *158,163*	40	2,196	8.91	246,465	6,326,520	25.67
Terminal 2 Concourse	~~5,785~~ *62,466*	40	834	8.91	93,603	2,498,640	26.69
Terminal 3 North (Satellite)	~~1,984~~ *31,066*	40	386	8.91	43,322	1,242,640	28.68
Terminal 3.5 Headhouse	~~3,705~~ *79,101*	40	1,002	8.91	112,458	3,164,040	28.14
Total			**5,250**	**8.91**	**589,225**	**15,757,840**	**26.74**

Revised Table 6-2

Construction Off-Site Deliveries and Hauling Demand

						Associated Fuel Economy (for informational purposes)	
Phase	**Trips**	**Trip Length**	**CO_2 Off-Site Deliveries & Hauling (MT)**	**Kg CO_2/Gal**	**Gallons of Diesel**	**Total Miles Traveled**	**Fuel Economy (miles per gallon)**
Airside Civil/Apron Work	~~42,931~~ *7,563*	40	507	10.15	49,951	302,520	6.06
Terminal 3 BHS Sprung Building	50	40	3	10.15	296	2,000	6.77
Terminal 3 Concourse	~~1,665~~ *726*	40	49	10.15	4,828	29,040	6.02
Terminal 2 & 3 Headhouse	~~4,496~~ *2,192*	40	153	10.15	15,074	87,680	5.82
Terminal 2 Concourse	175	40	12	10.15	1,182	7,000	5.92
Terminal 3 North (Satellite)	~~340~~ *320*	40	21	10.15	2,069	12,800	6.19
Terminal 3.5 Headhouse	~~1,426~~ *670*	40	44	10.15	4,335	26,800	6.18
Total			**789**	**10.15**	**77,735**	**467,840**	**6.02**

Revised Table 6-3

Construction Worker Gasoline Demand

Phase	Trips	Trip Length	CO_2 On-Site Deliveries & Hauling (MT)	Kg CO_2/Gal	Gallons of Diesel	Associated Fuel Economy (for informational purposes)	
						Total Miles Traveled	Fuel Economy (miles per gallon)
Airside Civil/Apron Work	42,931	~~16.5~~ *11*	1,086	10.15	106,995	472,241	4.41
Terminal 3 BHS Sprung Building	50	~~16.5~~ *11*	1	10.15	99	550	5.58
Terminal 3 Concourse	1,665	~~16.5~~ *11*	37	10.15	3,645	18,315	5.02
Terminal 2 & 3 Headhouse	4,496	~~16.5~~ *11*	100	10.15	9,852	49,456	5.02
Terminal 2 Concourse	175	~~16.5~~ *11*	3	10.15	296	1,925	6.51
Terminal 3 North (Satellite)	340	~~16.5~~ *11*	7	10.15	690	3,740	5.42
Terminal 3.5 Headhouse	1,426	~~16.5~~ *11*	29	10.15	2,857	15,686	5.49
Total			**1,263**	**10.15**	**124,434**	561,913	4.52

T2/3-AL00001-54

Comment: **CONCLUSION**

Our review of the "Construction Surface Transportation" section of the Draft Environmental Impact Report for the LAX Terminals 2 and 3 Modernization Project in Los Angeles, California revealed several substantial issues the affecting validity of the conclusions presented in that document. A modified traffic analysis must be prepared, and that updated analysis should be incorporated into a revised environmental document.

We hope this information is useful. If you have questions concerning anything presented here, please feel free to contact me at (916) 783-3838.

Response: Please see Responses to Comments T2/3-AL00001-40 through T2/3-AL00001-53 above regarding responses to the issues raised by the commentor, and the adequacy of the construction transportation/traffic analysis in the LAX T2/3 Modernization Project Draft EIR. The comments and responses do not require preparation of a revised Draft EIR that would require recirculation under State CEQA Guidelines Section 15088.5. Specifically, the responses presented herein to the comments submitted on the Draft EIR serve to clarify and further substantiate the information, analysis, and conclusions of the Draft EIR and do not: identify any new significant impacts; indicate a substantial increase in the severity of an environmental impact unless mitigation measures are adopted that reduce the impact to a level of insignificance; or identify a feasible project alternative or mitigation measure considerably different from others previously analyzed. Furthermore, there is nothing in the comments or responses to suggest that the Draft EIR was so fundamentally and

basically inadequate and conclusory in nature that meaningful public review and comment were precluded.

T2/3-PC00001	Board of Directors	Golden State Environmental Justice Alliance	3/18/2017

T2/3-PC00001-1

Comment: Thank you for the opportunity to comment on the Environmental Impact Report (EIR) for the proposed LAX Terminals 2 and 3 Modernization Project. Please accept and consider these comments on behalf of Golden State Environmental Justice Alliance. Also, Golden State Environmental Justice Alliance formally requests to be added to the public interest list regarding any subsequent environmental documents, public notices, public hearings, and notices of determination for this project. Send all communications to Golden State Environmental Justice Alliance P.O. Box 79222 Corona, CA 92877.

Response: As requested, the Golden State Environmental Justice Alliance has been added to the mailing list associated with the proposed project.

T2/3-PC00001-2

Comment: 1.0 Summary

As we understand it, the proposed project includes the improvement to and expansion of Terminals 2 and 3 of the Los Angeles International Airport (LAX). The proposed project includes reconfiguring existing passenger gate positions and adding four passenger gates within the existing terminal linear frontage; remodeling T2.5 and adding 446,835 sf of new floor area; remodeling T2 Concourse Building and adding 69,809 sf on new floor area; remodeling T3 Concourse Building and adding 122,357 sf of new floor area; remodeling T3.5 Ticketing Building and adding 192,991 sf of new floor area. 831,992 sf of new floor area will be added to create 1,620,010 sf of floor area overall at the project site.

Response: The commentor is correct in its summary description of the LAX Terminals 2 and 3 Modernization Project area changes shown on Table 2-1 of Chapter 2, Project Description. A full description of the proposed project elements can be found in Chapter 2, Section 2.4, Project Characteristics, of the Draft EIR.

T2/3-PC00001-3

Comment: 2.6 Operation

The EIR indicates that the overall number of passenger gates at T2 and T3 will increase from 23 to 27 with implementation of the proposed project. Further, the additional passenger gate positions would result in additional gate dependencies. The Airport Terminology section does not provide a definition of "additional gate dependencies" but it can be inferred that this means that all 27 of the passenger gates will be utilized. The EIR concludes that the aircraft would be configured based on "sizes similar to or smaller than existing conditions", which logically enables the reader to conclude that if there are four additional passenger gates, then up to four similar size or smaller aircraft could be present at any given arrangement. The EIR does not present a sufficient argument to the public or decision-makers regarding the proposed project's inability to contribute to passenger growth. The EIR also states that passenger volume would occur without the project, but

does not state how this would occur. The leaves the reader to assume this would occur by faster turnover of inbound/outbound flights, which would also lead the reader to the logical assumption that increasing the number of passenger gates would increase the number of passengers overall at LAX.

Response: See Item #6 in Topical Response TR-T2/3-1 for a discussion of the factors influencing gate layouts and gate dependencies. As discussed, gate dependencies exist as a result of the constrained available passenger terminal apron areas. In addition, gate dependencies would continue to exist under the proposed project conditions. Topical Response TR-T2/3-1 provides a discussion of gate layouts, gate dependencies, aircraft fleet mixes, and aircraft operations. The commentor states that the reader could conclude that if there are four additional passenger gates, then up to four similar size or smaller aircraft could be present at any given arrangement. This would be true if all aircraft operating out of those gates were Airplane Design Group (ADG) III or smaller. However, as discussed in Topical Response TR-T2/3-1, the airlines operating out of the Terminals 2 and 3 gates have a mix of aircraft including larger aircraft; thus, gate dependencies, which will take gates out of service when aircraft larger than ADG III operate at those terminals, will routinely occur.

As discussed in Section 2.6 on page 2-27 of the Draft EIR, the operations discussion concluded that increases or decreases in operations and passenger volumes would occur with or without the proposed project improvements. It is important to note that the proposed project would not affect or change any airfield components, including the runways, taxiways, or aircraft arrival and departure procedures, and thus would not change LAX's passenger volume. Appropriately, Section 2.4 of the Draft EIR does not discuss any improvements to any of these airfield components.

As discussed in Response to Comment T2/3-AL00001-4, the demand for 24 gates already existed under the baseline conditions in August 2016. To support this conclusion, a published schedule for a busy day in August 2017, provided in Attachment 3.c. in Attachment 3 of this Final EIR, was analyzed to assess how many gate parking positions Terminals 2 and 3 airlines will need to use in August 2017. As depicted on Figure F of Topical Response TR-T2/3-1, the airlines that now operate at Terminals 2 and 3 post-May 2017 relocations (Delta Air Lines, Compass Airlines, SkyWest (operating for Delta Air Lines), Aeromexico, WestJet, Virgin Atlantic and Aer Lingus) will need to use 28 gates during the peak hour of 9:30 a.m. to 10:30 a.m. Therefore the demand for 27 gate parking positions already exists on a peak day in August 2017 and is not created by the proposed project improvements.

T2/3-PC00001-4

Comment: 3.0 Overview of Project Setting

3.4 - Development Setting

The EIR includes Table 3-2 LAX Area Probable Development Projects which lists 212 cumulative projects in the area surrounding LAX. The EIR does not provide a map of those cumulative projects. It is vital for the public and decision-makers to view the 212 cumulative projects in relation to the project site on a map, especially when there are 26 cumulative projects at the LAX property alone - 21 of which will be constructed concurrently with the proposed project. This does not comply with CEQA's requirements for meaningful disclosure.

Response: Table 3-2 in Chapter 3, Overview of Project Setting, of the Draft EIR delineates the LAX area probable development projects by specific street address and the local jurisdiction that each project is in, along with a description of each project. That information is sufficient to provide the reader with a meaningful understanding of such development projects in the

general vicinity of LAX. Such development is acknowledged in the cumulative impacts analysis of the Draft EIR, including in: Section 4.1, Air Quality and Human Health Risk, specifically, page 4.1-24; Section 4.3, Cultural Resources, specifically, pages 4.3-19 and 4.3-20; and Section 4.4, Construction Surface Transportation, specifically page 4.4-19, wherein it is noted that development projects listed in Table 3-2 are accounted for in the background traffic growth assumed for the traffic analysis. It should be also noted that, relative to Section 4.2, Greenhouse Gas Emissions, as indicated on page 4.2-3 of the Draft EIR GHG impacts are cumulative by nature and therefore there would be no benefit to describing the impacts of the cumulative projects listed in Tables 3-1 and 3-2 of the Draft EIR. In light of the above, provision of a map indicating the locations of the projects listed in Table 3-2 of the Draft EIR, notwithstanding that the street address of each project is indicated in the table should there be a particular interest to the reader, would not provide the public and decision-makers with information that would be important for the content, analysis, and conclusions of the cumulative impacts discussions in the Draft EIR. In addition, despite the commentor's assertion, there is no requirement to provide a map of cumulative projects under CEQA. While in several instances the Draft EIR utilized a hybrid approach for its cumulative analyses, which utilized growth projections and a list of projects, there is no requirement under CEQA Guidelines Section 15130(b)(1)(A) which necessitates a map Tables 3-1 and 3-2 provides such a list with addresses and fully complies with CEQA.

T2/3-PC00001-5

Comment: 4.1 Air Quality and Human Health Risk

The Air Quality Analysis assumes a five day work week but the construction schedule does not specify how many days per week construction will occur. There are three shifts: 7:00 AM - 3:00 PM, 3:00 PM - 11:00 PM, and 11:00 PM - 7:00 AM. Because the overnight shift ends the next day, construction is actually occurring at least six days per week. The AQA and Section 2.5 must be revised to accurately state the number of days per week construction will occur.

Response: As with most construction projects, including those that have occurred at LAX over the past 10+ years, the majority of construction activities occurs during a typical work week, that being Monday through Friday, with an occasional need for weekend work. That would be the case for the proposed T2/T3 Modernization Project. Section 2.5 has been slightly revised accordingly, as reflected below and in Chapter 3, Corrections and Additions to the Draft EIR. Simply because a third construction shift may occur periodically does not means that "construction is actually occurring at least six days per week" as claimed by the commentor, given that a third shift could easily occur anytime during the five-day work week.

As stated in Section 4.1.1.3.1 of the Draft EIR in describing the analysis assumptions used in evaluating construction-related air quality impacts, construction activity estimates were developed for each project component, from which monthly emissions were quantified, and daily emissions were calculated by dividing monthly emissions by the number of work days in the given month, based on a 5-day-per-week workweek. Notwithstanding the commentor's inaccurate basis for alleging that construction would actually occur at least six days per week, as pointed-out above, changing the construction workweek assumption from five days to six or seven days would actually serve to reduce, by 17 to 29 percent, the estimated peak daily emissions that are presented in Section 4.1, Air Quality and Human Health Risk, of the Draft EIR. As such, the air quality analysis currently presented in the Draft EIR is very conservative (worst-case), compared to what the commentor is requesting.

As noted above, Section 2.5, Construction Schedule and Activities, in the Draft EIR is hereby revised to further describe the construction schedule anticipated for the proposed project. Specifically, the following sentence is hereby added after the third sentence in the first paragraph of Section 2.5 on page 2-19 of the Draft EIR:

"It is anticipated that the majority of construction activities for the proposed project would occur during a typical work week, that being Monday through Friday, with an occasional need for weekend work."

T2.3-PC00001-6

Comment: Figure 4.1.1-1 - Receptor Locations

The map provided is extremely difficult to read and understand. No arterial streets surrounding LAX are labeled and the sensitive receptors are not labeled, numbered, or able to be identified in any way other than their "type". There is no table provided that identifies the sensitive receptor, the type of receptor, and how far away it is from the project site and the LAX property. At minimum, the following sensitive receptors must be included for analysis:

1. St. Bernard High School (Playa del Rey)
2. Paseo Del Rey Elementary School (Playa del Rey)
3. Westchester Enriched Sciences Magnet School (Los Angeles)
4. Loyola Village Elementary School (Los Angeles)
5. Westchester Recreation Center, including the Skate Park, Golf Course, Pool and open fields (Los Angeles)
6. First Flight Child Development Center (Los Angeles)
7. Los Angeles Fire Department Station No. 5 (Los Angeles)
8. Visitation Catholic Church and School (Los Angeles)
9. Hyatt Regency (Los Angeles)
10. Courtyard by Marrriot (Los Angeles)
11. El Segundo Dog Park (El Segundo)

The EIR is inadequate as an informational document because the reader is unable to identify any sensitive receptors depicted on Figure 4.1. 1-1 provided. The EIR must be revised to include a map that labels/numbers each sensitive receptor and an accompanying table that lists pertinent information - the name of the receptor, the type of receptor, the distance from the project site, and the distance from the LAX property in order to comply with CEQA's requirements for meaningful disclosure and to be an adequate informational document.

Response: Figure 4.1.1-1 of the Draft EIR provides a color-coded visual representation of the locations of sensitive receptors near LAX. Due to the large number of identified and modeled receptors, providing more specific detail in the figure is not feasible. However, pages 491 through 512 of Appendix B.1 of the Draft EIR detail the designation of each sensitive receptor modeled for the project. For the commentor's convenience, the requested locations, and the associated receptor locations from Appendix B.1 are provided in the table below. As a note, at the receptor locations listed below, and all other receptors, no significant human health risk or air quality (local concentrations after incorporation of mitigation) impacts would occur from construction of the proposed project (see Section 4.1.2.4 and Sections 4.1.1.6 to 4.1.1.10 of the Draft EIR, respectively).

Receptor	UTM X Coordinate	UTM Y Coordinate	Appendix B.1 Page Number	Notes
St. Bernard High School (Playa del Rey)	367638.95	3757975.16	505	Receptor No. 654 in AERMOD
Paseo Del Rey Elementary School (Playa del Rey)	367494.53	3758314.82	505	Receptor No. 652 in AERMOD
Westchester Enriched Sciences Magnet School (Los Angeles)	367978.91	3758390.10	505	Receptor No. 662 in AERMOD
Loyola Village Elementary School (Los Angeles)	368693.42	3758359.47	505	Receptor No. 667 in AERMOD
Westchester Recreation Center, including the Skate Park, Golf Course, Pool and open fields (Los Angeles)	369216.41 369574.04 369581.37 370114.12	3758422.45 3758166.39 3758516.07 3758186.53	500 500 500 500	Receptor No. 406 in AERMOD Receptor No. 408 in AERMOD Receptor No. 409 in AERMOD Receptor No. 411 in AERMOD
First Flight Child Development Center (Los Angeles)	369323.20	3758086.63	494	Receptor No. 146 in AERMOD. Although this receptor is designated as a fenceline receptor in the Appendix, for the purposes of the health risk assessment provided in the Draft EIR, all receptors were modeled as the most conservative residential category.
Los Angeles Fire Department Station No. 5 (Los Angeles)	370253.14	3758168.84	494	Receptor No. 176 in AERMOD. Although this receptor is designated as a fenceline receptor in the Appendix, for the purposes of the health risk assessment provided in the Draft EIR, all receptors were modeled as the most conservative residential category.
Visitation Catholic Church and School (Los Angeles)	370313.67	3758254.27	508	Receptor No. 761 in AERMOD. Although there is not a receptor directly placed at the Visitation Catholic Church and School, this fenceline receptor, located within 50 meters of the Church is closer to the project site and is suitable as a conservative representation of pollutant concentrations at the Visitation Catholic Church and School. Additionally, for the purposes of the health risk assessment provided in the Draft EIR, all receptors were modeled as the most conservative residential category.
Hyatt Regency (Los Angeles)	371041.00	3757083.00	508	Receptor No. 769 in AERMOD
Courtyard by Marriott (Los Angeles)	371241.00	3757083.00	508	Receptor No. 776 in AERMOD
El Segundo Dog Park (El Segundo)	369830.08	3755394.84	500	Receptor No. 410 in AERMOD

T2/3-PC00001-7

Comment: 4.1.1.6 Impacts Analysis

The air quality analysis concludes that there would be significant and unavoidable impacts from NOx. In keeping with *Bakersfield Citizens for Local Control v. City of Bakersfield* (2004) 124 Cal. App. 4th 1184, 1219-1220, the EIR should describe the health effects of this significant impact. There is some basic information at 4.1-2 on this point, but it only discusses the impacts of ozone, and does not specify if they are cumulative or short-term adverse health effects. Impacts from PM2.5 and PM10 are only discussed cumulatively, even though they can result from NOx emissions. It also does not address the health effects of DPM, which are considerable.

Response: The commentor notes that significant and unavoidable NO_X emissions impacts would be associated with the project and that health impacts associated with NO_X should be examined. Because NO_X impacts are associated with overall regional ozone and NO_2 formation rather than localized NO_X or ozone concentrations, it is not appropriate or meaningful to quantify NO_X related health impacts at specific receptors. However, as specified on page 4.1-3 of the Draft EIR, increased levels of NO_2, one of the components of NO_X, are associated with adverse health effects such as nose and throat irritation, coughing, choking, headaches, nausea, stomach or chest pains, and lung inflammation. In addition, pages 4.1-2 and 4.1-3 of the Draft EIR notes that NO_X contributes to the formation of ozone and that the adverse health effects of ozone include chest discomfort, coughing, nausea, respiratory tract and eye irritation, and decreased pulmonary functions.

The commentor also notes that NO_X can also contribute to particulate matter (PM) emissions. However, the formation of PM, usually in the form of nitrates, does not occur instantly and the formation of PM from nitrates usually occurs substantially downwind of the source and therefore is much more diluted when it forms. The peak PM concentrations from the proposed project would occur fairly close to the project site (< 1 km), which is included in the air quality impact analysis presented in Section 4.1.1 and Appendix B of the Draft EIR.

Finally, the commentor claims that impacts associated with $PM_{2.5}$ and PM_{10} neglect to address the health effects of diesel particulate matter (DPM). The commentor's statement is not accurate: DPM is included in cancer risk calculations and is identified as the single largest contribution to cancer risk on page 4.1-42 of the Draft EIR. The State of California has listed DPM as a carcinogen, and has developed a cancer slope factor for exposure to DPM. The cancer slope factors for DPM as well as other carcinogenic toxic air contaminants (TACs) (see Appendix B1, page 484 of the Draft EIR for slope factors) were used to develop cancer risk estimates presented in Section 4.1.2 of the Draft EIR. Table 4.1.2-2 on page 4.1-42 of the Draft EIR presents the cancer risk due to exposure from carcinogens emitted from proposed project construction sources. The discussion on page 4.1-42 notes that DPM was identified as the majority contributor to cancer risk in the human health risk analysis of residents (89 percent) and offsite workers (94 percent). Additionally, on page 467 of Appendix B.1 of the Draft EIR, an analysis of major toxic air contaminants shows the contribution of DPM, hexavalent chromium, and other carcinogens to cancer risk associated with exposure to TACs emitted from proposed project construction sources. Note that the maximum individual cancer risk for residents and workers were below the significance threshold (Table 4.1.2-2, page 4.1-42), thus the impact of DPM would also be less than significant. Chronic non-cancer and acute non-cancer health risks were also assessed in Section 4.1.2, and the results were also less than significant (see Table 4.1.2-3 on page 4.1-43, and Tables 4.1.2-4 and 5 on page 4.1-45). Maximum cancer and non-cancer impact locations are included in Figure 4.1.2-1 on page 4.1-44 of the Draft EIR.

T2/3-PC00001-8

Comment: 4.1.2.2.2 - Existing Health Risk in the Project Area

The EIR indicates that the nearest sensitive receptors to the project site are the El Segundo residential neighborhood located approximately 1,300 feet south of Runway 7R-25L and the Westchester residential neighborhood located approximately 1,300 feet north of Runway 6L-24R. However, on page 4.1-1 the EIR states that the project site is a far distance from sensitive receptors and the nearest sensitive receptors to the project site are the residential areas 3,200 feet to the north and the Hyatt Hotel on Century Boulevard approximately 2,000 feet to the east. The EIR presents conflicting information and is misleading to the public and decision- makers. Additionally, the distance of the sensitive receptors on page 4.1-1 is cited as the reason why odor impacts to sensitive receptors were not studied. This must be revised to accurately describe which sensitive receptors the analysis looked at with regard to odor impacts.

Response: The information presented in the Draft EIR regarding distances to sensitive receptors is accurate and is not conflicting, but rather reflects the fact that different geographic points of reference are discussed on pages 4.1-1 and 4.1-40 of the Draft EIR. The 3,200 foot distance to Westchester indicated on page 4.1-1 is measured from the project site, while the 1,300 foot distance to Westchester indicated on page 4.1-40 is measured from Runway 6L-24R (which is not part of the project). As shown in Figure 3-1 on page 3-8 of the Draft EIR, which shows the location of both Runway 6L-24R and the project site, Runway 6L-24R is located well north of the project site and situated much closer to Westchester than the project site. Both of the subject distance references in the Draft EIR are correct and are not conflicting, Section 4.1.2 has been clarified to use the same geographic point of reference as that of page 4-1. Additionally, the project distance from the Hyatt Hotel has been included in the disclosure of exposed populations on page 4.1-40, and the location of the El Segundo residential neighborhood has been adjusted to directly reference the project site for purposes of calculating distance, rather than referencing runway 7R-24L. The Hyatt Hotel has always been identified as a sensitive receptor, and its inclusion in the disclosure of exposed populations is for disclosure purposes. The above clarification to the Draft EIR does not change the underlying analysis or basic fact that the project site is well removed from nearby sensitive receptors (i.e., is approximately 2,100 feet and 3,200 feet from sensitive receptors to the east and north, respectively) and, therefore, odors from construction-related diesel exhaust would be less than significant.

The text under the heading "Exposed Populations" on page 4.1-40 of the Draft EIR has been revised as follows (see Chapter 3, Corrections and Additions to the Draft EIR):

Exposed Populations

Screening-level air dispersion modeling conducted for the LAX Master Plan Final EIS/EIR indicated that the greatest area of human health impact from Airport activities is confined to the Airport property (see Section 4.1.1, under air quality, above). However, health risks from LAX may accrue to populations in the nearby area. The exposed population within this area of impact includes workers, residents, and sensitive receptors such as schools, hospitals, and nursing. The Airport is bound to the north and south by residential areas which are likely to contain populations that are particularly sensitive to air pollution. These population groups include children, elderly, and acutely and chronically ill persons (especially those with cardio-respiratory diseases). Sensitive land uses in close proximity to the project site include the following:

- The El Segundo residential neighborhood located approximately ~~1,300~~ *5,200* feet to the south of ~~Runway 7R-25L~~ *the project site*.
- The Westchester residential neighborhood located approximately ~~1,300~~ *3,200* feet to the north of ~~Runway 6L-24R~~ *the project site*.
- *The Hyatt Hotel on Century Boulevard located approximately 2,100 feet to the east of the project site.*

T2/3-PC00001-9

Comment: 4.1.2.4.1 - Cancer Risks

The EIR states that 970 receptor locations were modeled, and refers the reader to Figure 4.1.1-1 for the receptor locations. Again, this location map does not enable the public to accurately discern where the receptors were placed on their properties, or which receptors were modeled for analysis. Table 4.1.2-2 is titled Incremental Peak Construction-Related Cancer Risks for Maximally Exposed Individuals but the EIR does not state who the Maximally Exposed Individual is, where they are located in relation to the project site, or where they were modeled for exposure.

Response: Figure 4.1.1-1 of the Draft EIR provides a color-coded visual representation of the locations of sensitive receptors near LAX. Due to the large number of identified and modeled receptors, providing more specific detail in the figure is not feasible. However, pages 491 through 512 of Appendix B.1 of the Draft EIR detail the designation of each sensitive receptor modeled for the project.

Section 4.1.2 of the Draft EIR demonstrates that the risk at each identified sensitive receptor would be less than significant for each analyzed health risk metric. The maximum impact locations (i.e., MEI) for project-related cancer risks (resident and worker) and chronic non-cancer hazards (resident and worker) are specifically presented and identified on Figure 4.1.2-1 on page 4.1-44 of the Draft EIR.

T2/3-PC00001-10

Comment: 4.4 Traffic

4.4.2.4 Determination of Future Cumulative Traffic Conditions

The EIR presents a "hybrid" of the two options to for determining cumulative impacts to traffic. The analysis increases "background" traffic by two percent to reflect growth from "non-specific projects". The EIR tells the reader that this is consistent with "previous direction first provided by LADOT for use in the SAIP construction traffic analysis" and the associated footnote from this statement indicates that such direction was given in 2005 and used for a number of subsequent projects listed. The EIR does not state if all of these projects are related to LAX, in the LAX area, have the potential to impact traffic in the same manner as LAX, or if the scope of the project involved construction for seven years like the proposed project.

The traffic analysis should be revised to present a project-specific analysis with regard for traffic impacts. Section 3.4 provides a list of 212 cumulative projects in the LAX vicinity. There is no reason to base traffic growth projections on "non-specific" projects when the EIR has provided 212 specific projects that are cumulatively considerable in relation to the proposed project. The EIR is inadequate as an informational document and misleading to the public and decision- makers. The EIR must be revised to present a project-specific analysis.

Response: As stated in Section 4.4.2.4 of the Draft EIR, and in accordance with State CEQA Guidelines Section 15130(b), there are two options for determining cumulative development for evaluating cumulative impacts:

a. List past, present, and reasonably foreseeable probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency, or
b. Summarize projections contained in an adopted local, regional or statewide plan, or related planning document, that describes or evaluates conditions contributing to the cumulative effect. Such plans may include a general plan, regional transportation plan, or plans for the reduction of greenhouse gas emissions. A summary of projections may also be contained in an adopted or certified prior environmental document for such a plan. Such projections may be supplemented with additional information such as a regional modeling program.

A hybrid of the two approaches is permissible under CEQA and was used in the construction traffic analysis to assure impacts of all probable future projects were appropriately and efficiently taken into account. Based on information available at the time the construction traffic analysis was prepared, the development projects forecasted to be under construction concurrent with the proposed project (October 2017 through December 2023) were identified. Table 4.4-5 of the Draft EIR summarizes specific projects that would

contribute to cumulative traffic impacts, which aligns with approach a. detailed above. Additionally, using the "projection" approach (approach b.), background traffic was increased to reflect additional growth from non-specific projects, which may include both Airport- and/or non-Airport related projects. Although a number of cumulative projects are listed in Table 3-2 in Section 3.4 of the Draft EIR, at the time of the analysis, no specific information was known about the construction details of each project, including the start/end dates or construction trip estimates. Therefore, the construction analysis assumed a two percent annual growth in background traffic which produces a conservative traffic volume scenario that would account for construction-related traffic in the event that some of these construction projects are initiated during the timeframe evaluated for this study, and would happen to occur during the cumulative peak month of the proposed project (November 2019).

T2/3-PC00001-11

Comment: 4.4.3.8 Future Cumulative Traffic

Table 4.4-6 Construction Project Trips Concurrent with the Proposed Project Construction Period indicates that the employee estimate is based on "473 peak day construction employees". Section 2.5 indicates that there will be 550 construction employees on a peak day of construction. The EIR presents conflicting information and must be revised to accurately analyze cumulative construct trips assuming the anticipated 550 peak construction employees.

Response: As described in Section 4.4.3.7 of the Draft EIR, it was estimated that the peak construction period for the proposed project would likely occur during March 2020. Based on a review of the proposed project construction details, it was estimated that a total of 550 construction employees would access the construction site on a daily basis during the peak period of project construction (March 2020). It is likely that this peak level of construction would occur over several days, or weeks, as construction of the proposed project is at its peak. However, construction activities vary over the length of the project; therefore, the magnitude of proposed project construction employees also varies. Table 4.4-6 represents the project's construction trips expected to occur during the peak cumulative period, estimated to occur November 2019. As the project peak month (March 2020) and the peak cumulative month (November 2019) do not align, the amount of project-related construction trips anticipated to occur in November 2019 was estimated to be approximately 86 percent of the peak construction activity. Therefore, to disclose the maximum cumulative impact, the construction trips depicted in Table 4.4-6 are appropriately based on 473 employees, or 86 percent, of the peak 550 employees. Thus, the analysis in the Draft EIR is accurate.

Nonetheless, to provide additional clarification, footnote 1 in Table 4.4-6 on page 4.4-24 has been clarified as follows (see also Chapter 3, Corrections and Additions to the Draft EIR): Employee estimate is based on 473 ~~peak day~~ construction employees *daily during the project's cumulative traffic peak month (November 2019)*.

T2/3-PC00001-12

Comment: Conclusion

For the foregoing reasons, GSEJA believes the EIR is flawed and an amended EIR must be prepared for the proposed project and recirculated for public review. Golden State Environmental Justice Alliance requests to be added to the public interest list regarding any subsequent environmental documents, public notices, public hearings, and notices of determination for this project. Send all communications to Golden State Environmental Justice Alliance P.O. Box 79222 Corona, CA 92877.

Response: Please see Responses to Comments T2/3-PC00001-2 through T2/3-PC00001-12 above regarding responses to the issues raised by the commentor, and the adequacy of the information and analyses in the LAX Terminals 2 and 3 Modernization Project Draft EIR. The Draft EIR meets CEQA requirements, and the comments and responses do not require preparation of a revised or "amended" Draft EIR that would require recirculation under State CEQA Guidelines Section 15088.5. As indicated in Response to Comment T2/3-PC00001-1, the Golden State Environmental Justice Alliance has been added to the mailing list associated with the proposed project.

T2/3-PC00002 Acherman, Robert 3/21/2017

T2/3-PC00002-1

Comment: Thank you for the commitment to not demolish the T3 underground tunnel and "sea to shining sea" mosaic. Please keep the mosaic accessible to the public (or atleast passengers)

Footnote 223, EIR page 4.3-14

Response: The commentor is correct that construction and operation of the proposed project would not result in the demolition of the underground tunnel associated with the T3 concourse; the ceramic mosaic tile mural would not be demolished or altered by the proposed project. (Refer to Section 4.3, Cultural Resources, footnote 177, page 4.3-1 and footnote 223, page 4.3-14). Incorporation of the ceramic mosaic tile mural in its existing location in T3 as part of the proposed project is consistent with the special planning considerations outlined in the LAX Preservation Plan[1] for remnant features in the CTA that reflect the initial establishment of the CTA in 1961-1962.

[1] City of Los Angeles, Los Angeles World Airports, Draft Environmental Impact Report for Los Angeles International Airport (LAX) Landside Access Modernization Program, (SCH 2015021014), Appendix J, LAX Preservation Plan, September 2016.

T2/3-PC00003 Bortolotti, Anna 3/31/2017

T2/3-PC00003-1

Comment: Im writing AGAINST the Terminals 2-3 Modernization Project. This project will result in neighborhood traffic, poor air quality, and will have an overall negative impact to the neighborhood. Are we able to vote against this project. Do we have a say in whether or not this moved forward. Thank you.

Response: The Draft EIR adequately discloses the proposed project's neighborhood impacts on air quality and traffic. Construction-related air quality and traffic impacts on areas surrounding the airport as a result of the proposed project are addressed in Sections 4.1 and 4.4 of the Draft EIR, respectively. As described in Chapter 2, Project Description, of the Draft EIR, the proposed project would not alter the airspace traffic, runway operational characteristics, or the practical capacity of the airport; therefore, the proposed project would not increase the number of daily flights arriving and departing from LAX or the growth in aviation activity at LAX that is projected to occur in the future. Also, the proposed improvements to, and additional floor area proposed for, T2 and T3 would also not increase operations nor passenger volumes beyond what would occur without the project. As such, operation of the proposed project (modifications to Terminals 2 and 3) would not increase air pollutant emissions or traffic on the surrounding areas.

Regarding air quality, as discussed in Section 4.1.1.8 of the Draft EIR, LAWA has implemented a wide range of actions designed to reduce temporary, construction-related air pollutant emissions from its ongoing construction program and has established aggressive construction emissions reduction measures, particularly with regard to requiring construction equipment and heavy duty trucks to be newer models that have low-emission engines or be equipped with emissions control devices. To achieve this commitment, LAWA has developed standard control measures which would be applied to the proposed project as mitigation measures. In addition to Standard Control Measure (Mitigation Measure) LAX-AQ-1, Construction-Related Air Quality Control Measures (as revised in Chapter 3, Corrections and Additions to the Draft EIR), LAWA has proposed a project-specific mitigation measure, MM-AQ (T2/T3)-1, Preferential Use of Renewable Diesel Fuel, to reduce significant construction-related air quality impacts associated with off-road equipment and on-site, on-road trucks emissions of all criteria pollutants. As discussed in Section 4.1.1.10 of the Draft EIR, even with implementation of proposed mitigation measures, the proposed project would result in significant construction-related regional emissions of nitrogen oxides (NOx).

Regarding construction traffic, as discussed in Section 4.4.8 of the Draft EIR, LAWA would implement Standard Control Measure LAX-ST-1, Construction Traffic Management Plan (CTMP) (as revised in Chapter 3, Corrections and Additions to the Draft EIR), which would serve to reduce construction impacts to intersections in the areas surrounding the airport. The CTMP would include a description and illustrations of how the contractor would manage all construction related traffic during both peak and off-peak traffic periods. The CTMP would detail the haul routes, locations for variable message and other signs, construction deliveries, construction employee shift hours and parking locations, any lane striping changes and traffic signal modifications, and shuttle system operations, if any. Nonetheless, as discussed in Section 4.4.5.2 of the Draft EIR, the proposed project would result in a cumulatively considerable significant construction-related surface transportation impact at two intersections: Imperial Highway and I-105 Ramp (Intersection #14) and Century Boulevard and Sepulveda Boulevard (Intersection #5).

As indicated in Chapter 1 of this Final EIR, in accordance with State CEQA Guidelines Section 15088, LAWA prepared responses to all comments received on the Draft EIR. All comments received on the Draft EIR will be forwarded, as part of this Final EIR, to the decision-makers for their consideration prior to taking any action on the LAX Terminals 2 and 3 Modernization Project. The public also has the opportunity to provide comments on the proposed project to the decision-makers during the LAWA Board of Airport Commissioners and City Council hearings on the LAX Terminals 2 and 3 Modernization Project EIR. Notification of the dates and times of these hearings will be posted on lawa.org and published in local newspapers.

T2/3-PC00004 Toebben, Gary Los Angeles Area Chamber of Commerce 4/10/2017

T2/3-PC00004-1

Comment: On behalf of the Los Angeles Area Chamber of Commerce, which represents more than 1,650 businesses that collectively employ more than 650,000 people in the L.A. region, I am writing to express our strong support for the Los Angeles World Airports' (LAX) Modernization Project (proposed project) at Terminals 2 and 3 (T2 and T3). The proposed project is a vital transportation investment that will add much needed upgrades and a seamless experience for users.

The proposed project will modernize the 3rd busiest airport in the United States, helping employees, residents and visitors more readily access LAX facilities. This includes the modernization of the existing terminals T2 and T3, which will improve passenger level of service amenities within the terminals; help meet federal security requirements, improve passenger and baggage processing and inspections; improve building systems; and modernize the interior and exterior of the terminals to benefit the overall appearance of the CTA.

Additionally, existing passenger gate positions will be reconfigured; the T2 concourse will undergo updates; demolition and reconstruction of the T3 concourse building will provide additional concourse area, including a new operation control center. Aircraft apron area improvements are also set to take place under the proposed project. Given the magnitude of the proposed project with the significant updates, it would be completed in stages and require approximately 76 months to construct. The operation of the proposed project would provide improved passenger experience, convenience, and quality of service through much needed renovations of aging terminal facilities.

As demonstrated in the Draft Environmental Impact Report, it is clear that this proposed project will benefit the areas near and within the airport, and the region as a whole. Los Angeles is a world class city that deserves a world class airport and we hope that you will work to move this proposed project forward. Please feel free to contact Sarah Rascon at (213) 580-7573 or srascon@lachamber.com should you have any questions.

Response: No response is required because the comment does not raise any significant environmental issues or address the adequacy of the environmental analysis included in the LAX Terminals 2 and 3 Modernization Project Draft EIR (Public Resources Code Section 21091(d); State CEQA Guidelines Sections 15088(c), 15204(a)).

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3. CORRECTIONS AND ADDITIONS TO THE DRAFT EIR

3.1 Introduction

As provided in the State CEQA Guidelines Section 15088(d), responses to comments may take the form of a revision to a Draft EIR or may be a separate section in the Final EIR. This chapter complies with the latter of these two guidelines and provides changes as a result of clarifications to, and comments received on, the Draft EIR for the LAX T2/T3 Modernization Project. In addition, it includes minor revisions to the Draft EIR resulting from minor corrections or updates to Draft EIR information. The following revisions are hereby made to the text of the Draft EIR. Changes in the text are signified by strikeouts where text is removed and shown with italics and underline where text is added, unless otherwise noted. These changes do not add significant new information to the EIR that would require Draft EIR recirculation under State CEQA Guidelines Section 15088.5. For example, they do not disclose or suggest new or substantially more severe significant environmental impacts of the proposed project, or a new feasible mitigation measure or alternative considerably different than those analyzed in the Draft EIR that would clearly lessen the proposed project's significant effects.

3.2 Corrections and Additions to the Draft EIR Text

Chapter 1, Introduction and Executive Summary

1. The following is hereby added on page 1-5 between 'Terminal' and 'Ticketing Building':

Terminal Linear Frontage *- The linear frontage is the distance in linear feet that provides for safe parking and operations of aircraft around each terminal including wingtip-to-wingtip clearances. Linear frontage is not a function of the volume of the terminal or concourse. It is a function of the apron area available to accommodate aircraft parking positions (i.e., park aircraft side-by-side) and operations).*

Chapter 2, Project Description

1. The second sentence of the second full paragraph on page 2-2 is hereby revised as follows:

The improvements would allow for the reconfiguring of the passenger gate positions and aircraft-parking layout around T2 and T3 to match aircraft fleet requirements, which could result in there being additional passenger gate positions (increasing the total gates at T2 and T3 from ~~24~~23 to 27 passenger gate positions); however, the proposed project would not increase the linear frontage that is currently available to accommodate aircraft parking (see Section 2.6 below for additional discussion) and thus would not cause or facilitate an increase in passenger capacity.

2. The following sentence is hereby added after the third sentence in the first paragraph of Section 2.5 on page 2-19:

It is anticipated that the majority of construction activities for the proposed project would occur during a typical work week, that being Monday through Friday, with an occasional need for weekend work.

3. The first sentence of the third paragraph on page 2-24 is hereby revised as follows:

The reconfiguration of existing passenger gate positions to match current aircraft fleet requirements would result in additional gate positions (increasing the total gates at T2 and T3 from ~~24~~ *23* to 27 passenger gate positions).

Chapter 3, Overview of Project Setting

There are no corrections or additions associated with this chapter.

Chapter 4, Environmental Impact Analysis

Section 4.1.1, Air Quality

1. Under Section 4.1.1.6.1, Regional Construction Emissions, Table 4.1.1-6 on page 4.1-20 is hereby revised as follows to include emissions from shuttles transporting construction workers from the worker parking area to the project site.

Table 4.1.1-6
Project Maximum Construction Emissions (lbs/day)

Pollutant	Peak Daily Emissions	Threshold	Significant?
Carbon monoxide, CO	161	550	No
Volatile organic compounds, VOC	61	75	No
Nitrogen oxides, NO_X	~~261~~ *262*	100	Yes
Sulfur dioxide, SO_2	1	150	No
Respirable particulate matter, PM_{10}	86	150	No
Fine particulate matter, $PM_{2.5}$	46	55	No
Source: Appendix B.1.1 of this EIR. Prepared By: CDM Smith, January 2017			

2. Under Section 4.1.1.7, Cumulative Impacts, Table 4.1.1-9 on page 4.1-23 is hereby revised as follows to include emissions from shuttles transporting construction workers from the worker parking area to the project site.

Table 4.1.1-9
Cumulative Construction Projects Peak Quarter Emissions Estimates (tons/quarter)

Related LAWA Project During Construction	CO	VOC	NO_x	SO_x	PM_{10}	$PM_{2.5}$
LAX T2/T3 Modernization Project [1/]	4.3	1.8	~~3.9~~ *4.0*	<1	1.9	1.0
South Terminal Improvements	0.59	0.25	0.76	0.01	0.10	0.05
LAX Bradley West Project	--[2/]	--[2/]	--[2/]	--[2/]	--[2/]	--[2/]
Terminal 1 Improvements	--[2/]	--[2/]	--[2/]	--[2/]	--[2/]	--[2/]
West Aircraft Maintenance Area Project	--[2/]	--[2/]	--[2/]	--[2/]	--[2/]	--[2/]
Runway 6R-24L Runway Safety Area Improvements-North Airfield	--[2/]	--[2/]	--[2/]	--[2/]	--[2/]	--[2/]
Runway 7L-25R Runway Safety Area Improvements-South Airfield	--[2/]	--[2/]	--[2/]	--[2/]	--[2/]	--[2/]
Airport Metro Connector (AMC) 96th Street Transit Station	4.9	1.0	8.8	<1	1.0	0.6
LAX Midfield Satellite Concourse (MSC) North Project	35.0	3.6	12.5	<1	9.5	2.2

Table 4.1.1-9
Cumulative Construction Projects Peak Quarter Emissions Estimates (tons/quarter)

Related LAWA Project During Construction	CO	VOC	NO_x	SO_x	PM_{10}	$PM_{2.5}$
Hyperion Treatment Plant Connector	--[2/]	--[2/]	--[2/]	--[2/]	--[2/]	--[2/]
Miscellaneous Projects and Improvements	23.9	6.4	32.3	<1	4.2	1.7
Terminal 2 Improvements	--[2/]	--[2/]	--[2/]	--[2/]	--[2/]	--[2/]
Runway 7R-25L Rehabilitation	--[2/]	--[2/]	--[2/]	--[2/]	--[2/]	--[2/]
MSC North Extension [3/]	3.5	0.4	1.3	<1	1	0.2
Northside Development	8.1	4.1	1.6	<1	1.0	0.4
Terminal 3 Improvements	--[2/]	--[2/]	--[2/]	--[2/]	--[2/]	--[2/]
City Los Angeles Bureau of Sanitation Stormwater Infiltration and Treatment Facility	11.3	1.0	6.0	0.0	1.5	0.7
Terminal 1.5	1.0	1.5	1.2	<1	0.3	0.2
Terminal 3 (T3) Connector	0.5	0.2	0.6	<1	0.1	0.0
Canine Facility/Airport Police Department Range	--[6]	--[6]	--[6]	--[6]	--[6]	--[6]
Secured Area Access Post (SAAP) Project	1.3	0.2	1.8	<1	0.2	0.2
Airport Police Station Relocation	--[2/]	--[2/]	--[2/]	--[2/]	--[2/]	--[2/]
Concourse 0 [5/]	2.3	0.5	5.6	<1	2.6	0.4
MSC South Project	3.5	0.4	1.3	<1	1	0.2
North Airfield Safety Improvements [4/]	6.8	1.4	16.3	<1	10.9	1.5
Landside Access Modernization Program	7.5	2.1	18.4	<1	1.8	0.9
Total from Other Construction Projects Emissions	94.8	21.4	100.4	<1	32.6	8.3
Total Cumulative Construction Project Emissions	**114.5**	**24.8**	**~~112.3~~ *112.4***	**<1**	**36.1**	**10.0**
SCAQMD Construction Emission Significance Thresholds	24.75	2.5	2.5	6.75	6.75	2.5
Emissions Exceed SCAQMD Project-Level Threshold?	Yes	Yes	Yes	No	Yes	Yes

Notes:

1/ Project construction is estimated to occur from 2017 to 2023.

2/ Based on the projected construction schedule, this project would not result in overlapping construction emissions with the proposed project during the estimated combined peak day.

3/ MSC North Extension peak day emissions estimated to be 10 percent of MSC North Project emissions.

4/ North Airfield Safety Improvements emissions were based on emissions estimated for LAX Specific Plan Amendment Study – Alternative 2 for construction elements: Center Taxiway for 24L, Runway 24L & South Parallel Taxiways, North CTA Aprons & Taxiways, and associated Support.

5/ Concourse 0 emissions were based on emissions estimated for LAX Specific Plan Amendment Study – Staff Recommended Alternative for construction elements: North CTA Concourses, North CTA Aprons & Taxiways, and associated Support.

6/ Canine Facility/Airport Police Department Range is accounted for in Northside Development.

Sources: City of Los Angeles, Los Angeles World Airports, Final Environmental Impact Report for Los Angeles International Airport (LAX) Midfield Satellite Concourse, (SCH No. 2013021020), June 2014; City of Los Angeles, Los Angeles World Airports, Final Environmental Impact Report for Los Angeles International Airport (LAX) Northside Plan Update, (SCH 2012041003), December 2014; City of Los Angeles, Los Angeles World Airports, Draft Environmental Impact Report for Los Angeles International Airport (LAX) Landside Access Modernization Program, (SCH 2015021014), Section 4.2, Air Quality and Human Health Risk, and Appendix F, Air Quality, Greenhouse Gas Emissions, and Human Health Risk Assessment, September 2016, Available: http://www.connectinglax.com/informed.html, Accessed January 19, 2017.City of Los Angeles, Los Angeles World Airports, Los Angeles International Airport (LAX) Terminal 1.5 Project Final Initial Study-Mitigated Negative Declaration, November 2016; City of Los Angeles, Los Angeles World Airports, Final Environmental Impact Report for Los Angeles International Airport (LAX) Specific Plan Amendment Study, (SCH 1997061047), January 2013.

Prepared by: CDM Smith, January 2017

3. The following is hereby added after the second paragraph in Section 4.1.1.8 on page 4.1-24:

With regards to cumulative air quality impacts associated with project operations, the operational emissions associated with the proposed T2/T3 Modernization Project would be well below the SCAQMD's thresholds of significance, as described above in Section 4.1.1.6.2 and shown in Table 4.1.1-7. As such, the proposed project's operational emissions would not be cumulatively considerable contributions to a significant cumulative impact.

4. Measure 1e of LAX-AQ-1 on page 4.1-25 is hereby revised as follows. The parenthetical statement was deleted as it simply provides some technical information regarding Tier 4 engines and does not relate to the effectiveness of the mitigation measure. The text at the end of the measure was deleted because the assessment of equipment availability, equipment fleet mixtures, and best available control devices would occur on an ongoing basis as new pieces of equipment are periodically added through the course of construction and must be reviewed and approved by LAWA (i.e., assess on an ongoing basis rather than on an annual basis). None of the revisions below diminish the effectiveness of the mitigation measure.

All diesel-fueled equipment used for construction will be outfitted with the best available emission control devices, where technologically feasible, primarily to reduce emissions of diesel particulate matter (PM), including fine PM ($PM_{2.5}$), and secondarily, to reduce emissions of NOx. This requirement shall apply to diesel-fueled off-road equipment (such as construction machinery), diesel-fueled on-road vehicles (such as trucks), and stationary diesel-fueled engines (such as electric generators). ~~(It is unlikely that this measure will apply to equipment with Tier 4 engines, as these engines typically already incorporate the best available emission control devises.)~~ The emission control devices utilized in construction equipment shall be verified or certified by California Air Resources Board or US Environmental Protection Agency for use in on-road or off-road vehicles or engines. ~~For multi-year construction projects, a reassessment of equipment availability, equipment fleet mixtures, and best available emissions control devices shall be conducted annually for equipment newly brought to the project site each year.~~

5. Measure 1j of LAX-AQ-1 on page 4.1-25 is hereby revised for clarification purposes as follows:

Every effort shall be made to utilize grid-based electric power at any construction site, where feasible. Grid-based power can be from a direct hookup or a tie in to electricity from power poles. If diesel- or gasoline-fueled generators are necessary, generators using "clean burning diesel" *(i.e., ultra-low sulfur diesel – ULSD)* fuel and exhaust emission controls shall be utilized.

6. Measure 1m of LAX-AQ-1 on page 4.1-25 is hereby revised for clarification purposes as follows:

The contractor or builder shall designate a person or persons to ensure the implementation of all components of the construction-related *air quality* measure*s* through direct inspections, record reviews, and investigations of complaints.

7. Measure 1q of LAX-AQ-1 on pages 4.1-26 and 4.1-27 is hereby revised as follows. The text deleted in this mitigation measure pertains to implementation details that would be monitored as part of the Mitigation Monitoring and Reporting (MMRP) compliance (i.e., details regarding means and methods by which various aspects of the mitigation measures

would be monitored and enforced). As such, these implementation details have been shifted from the text of this mitigation measure to "Actions Indicating Compliance" in the MMRP. The deleted text towards the end of the mitigation measure under Tables A and B simply explains what is already self-evident in the mitigation measure text and Tables A and B, and is therefore unnecessary. None of the revisions below diminish the effectiveness of the mitigation measure.

The on-road haul truck and off-road construction equipment requirements set forth in Air Quality Standard Control Measures 1o and 1p above shall apply unless any of the following circumstances exist and the Contractor provides a written finding consistent with project contract requirements that:

- The Contractor does not have the required types of on-road haul trucks or off-road construction equipment within its current available inventory and intends to meet the requirements of the Measures 1o and 1p as to a particular vehicle or piece of equipment by leasing or short-term rental, and the Contractor has attempted in good faith and due diligence to lease the vehicle or equipment that would comply with these measures, but that vehicle or equipment is not available ~~for lease or short-term rental within 120 miles of the project site, and the Contractor has submitted documentation to LAWA showing that the requirements of this exception provision (Measure 1q) apply~~.
- The Contractor has been awarded funding by SCAQMD or another agency that would provide some or all of the cost to retrofit, repower, or purchase a piece of equipment or vehicle, but the funding has not yet been provided due to circumstances beyond the Contractor's control, and the Contractor has attempted in good faith and due diligence to lease or short-term rent the equipment or vehicle that would comply with Measures 1o and 1p, but that equipment or vehicle is not available ~~for lease or short-term rental within 120 miles of the project site, and the Contractor has submitted documentation to LAWA showing that the requirements of this exception provision (Measure 1q) apply~~.
- Contractor has ordered a piece of equipment or vehicle to be used on the construction project in compliance with Measures 1o and 1p at least 60 days before that equipment or vehicle is needed at the project site, but that equipment or vehicle has not yet arrived due to circumstances beyond the Contractor's control, and the Contractor has attempted in good faith and due diligence to lease or short-term rent a piece of equipment or vehicle to meet the requirements of Measures 1o and 1p, but that equipment or vehicle is not available ~~for lease or short-term rental within 120 miles of the project, and the Contractor has submitted documentation to LAWA showing that the requirements of this exception provision (Measure 1q) apply~~.
- Construction-related diesel equipment or vehicle will be used on the project site for fewer than 20 calendar days per calendar year. ~~The Contractor shall not consecutively use different equipment or vehicles that perform the same or a substantially similar function in an attempt to use this exception (Measure 1q) to circumvent the intent of Measures 1o and 1p.~~
- ~~Documentation of good faith efforts and due diligence regarding the above exceptions shall include written record(s) of inquiries (i.e., phone log[s]) to at least three (3) leasing/rental companies that provide construction-related on-road trucks of the type specified in Measure 1o above (i.e., medium-duty and larger diesel-powered trucks with a gross vehicle weight rating of at least 14,001 pounds) or diesel-powered off-road construction equipment such as the types to be used by the Contractor, documenting the availability/unavailability of the required types of trucks/equipment. LAWA will, from time-to-time, conduct independent research and verification of the availability of such vehicles and equipment for lease/rent within a 120-mile radius of LAX, which may be used in reviewing the acceptability of the Contractor's good faith efforts and due diligence.~~

In any of the situations described above, the Contractor/ Subcontractor shall provide the next cleanest piece of equipment or vehicle as provided by the step down schedules in Table A for Off-Road Equipment and Table B for On-Road Equipment.

Nothing in the above shall require an emissions control device (i.e., VDECS) that does not meet OSHA standards.

Table A Off-Road Compliance Step Down Schedule*		
Compliance Alternative	Engine Standard	CARB-verified DECS (VDECS)
1	Tier 4 interim	N/A**
2	Tier 3	Level 3
3	Tier 2	Level 3
4	Tier 1	Level 3
5	Tier 2	Level 2
6	Tier 2	Level 1
7	Tier 3	Uncontrolled
8	Tier 2	Uncontrolled
9	Tier 1	Level 2
** Tier 4 (interim or final) or 2007 model year equipment not already supplied with a factory-equipped diesel particulate filter shall be outfitted with Level 3 VDECS.		
Equipment less than Tier 1, Level 2 shall not be permitted.		

Table B On-Road Compliance Step Down Schedule*		
Compliance Alternative	Engine Model Year	CARB-verified DECS (VDECS)
1	2007	N/A**
2	2004	Level 3
3	1998	Level 3
4	2004	Uncontrolled
5	1998	Uncontrolled
** 2007 Model Year equipment not already supplied with a factory-equipped diesel particulate filter shall be outfitted with Level 3 VDECS.		
Equipment with a model year earlier than Model Year 1998 shall not be permitted.		

~~* How to use Table A and Table B: For example, if Compliance Alternative #1 is required by this policy but Contractor cannot obtain an off-road vehicle that meets the Tier 4 interim standard (Compliance Alternative #1 in Table A) and meets one of the above exceptions, then Contractor shall use a vehicle that meets the next compliance alternative (Compliance Alternative #2) which is a Tier 3 engine standard equipped with a Level 3 VDECS. Should Contractor not be able to supply a vehicle with a Tier 3 engine equipped with a Level 3 VDECS in accordance with Compliance Alternative #2 and has satisfied the requirements of one of the above exceptions as to Contractor's ability to obtain a vehicle meeting Compliance Alternative #2, Contractor shall then supply a vehicle meeting the next compliance alternative (Compliance Alternative #3), and so on. If Contractor is proposing an exemption for on-road equipment, the step down schedule in Table B should be used. Contractor must demonstrate that it has satisfied one of the exceptions listed above before it can use a subsequent Compliance Alternative. The goal of this requirement is to ensure that Contractor has exercised due diligence in supplying the cleanest fleet available.~~

Nothing in the above shall require an emissions control device (i.e., VDECS) that does not meet OSHA standards.

8. Under Section 4.1.1.9.1, Mitigated Regional Construction Emissions, Table 4.1.1-11 on page 4.1-28 is hereby revised as follows to include emissions from shuttles transporting construction workers from the worker parking area to the project site.

Table 4.1.1-11
Project - Maximum Construction Emissions (lbs/day), with Mitigation

Pollutant	Peak Daily Emissions	Threshold	Significant?
Carbon monoxide, CO	135	550	No
Volatile organic compounds, VOC	55	75	No
Nitrogen oxides, NO_X	~~129~~ *130*	100	***Yes***
Sulfur dioxide, SO_2	1	150	No
Respirable particulate matter, PM_{10}	77	150	No
Fine particulate matter, $PM_{2.5}$	39	55	No
Source: Appendix B.1.1 of this EIR. Prepared By: CDM Smith, November 2016.			

Section 4.1.2, Human Health Risk Assessment

1. For clarification purposes, the text under the heading "Exposed Populations" on page 4.1-40 is hereby revised as follows:

Exposed Populations

Screening-level air dispersion modeling conducted for the LAX Master Plan Final EIS/EIR indicated that the greatest area of human health impact from Airport activities is confined to the Airport property (see Section 4.1.1, under air quality, above). However, health risks from LAX may accrue to populations in the nearby area. The exposed population within this area of impact includes workers, residents, and sensitive receptors such as schools, hospitals, and nursing. The Airport is bound to the north and south by residential areas which are likely to contain populations that are particularly sensitive to air pollution. These population groups include children, elderly, and acutely and chronically ill persons (especially those with cardio-respiratory diseases). Sensitive land uses in close proximity to the project site include the following:

- The El Segundo residential neighborhood located approximately ~~1,300~~ *5,200* feet to the south of ~~Runway 7R-25L~~ *the project site*.
- The Westchester residential neighborhood located approximately ~~1,300~~ *3,200* feet to the north of ~~Runway 6L-24R~~ *the project site*.
- *The Hyatt Hotel on Century Boulevard located approximately 2,100 feet to the east of the project site*.

Section 4.2, Greenhouse Gas Emissions

1. The text and tables of Section 4.2.5.1 on pages 4.2-17 and 4.2-18 are hereby revised to include emissions from shuttles transporting construction workers from the worker parking area to the project site.

4.2.5.1 Project GHG Emissions

4.2.5.1.1 Construction Emissions

Annual GHG emissions for construction of the proposed project are presented in **Table 4.2-4**, which, as indicated in the table, would total ~~23,659~~ *23,735* $MTCO_2e$. As noted in Section 4.2.2.1, construction emissions were amortized over the lifetime of the proposed project, which is assumed to be 30 years. The total CO_2e amortized over the life of the proposed project construction is equal to ~~789~~ *791* $MTCO_2e$ per year. See Appendix B.1.1 for detailed calculations.

Table 4.2-4
Construction Greenhouse Gas Emissions for the Proposed Project (MTY)

Emission Source	2017	2018	2019	2020	2021	2022	2023
Off-Road, On-Site Equipment	443	1,371	875	692	2,091	1,345	1,089
On-Road, On-Site Trucks	63	281	438	932	1,220	2,148	2,066
On-Road, Off-Site Workers	128	497	848	1,278	658	1,071	771
On-Road, Off-Site Deliveries	18	54	44	123	184	190	175
On-Site Hauling Staging	0	46	13	49	101	89	80
On-Site Hauling Batching	36	38	0	292	596	566	567
Parking, On-Site	2	9	15	23	12	19	13
Worker Shuttles	*1*	*3*	*9*	*15*	*14*	*21*	*13*
All Sources (Metric Tons):	~~690~~ ***691***	~~2,296~~ ***2,299***	~~2,233~~ ***2,242***	~~3,389~~ ***3,404***	~~4,861~~ ***4,876***	~~5,428~~ ***5,449***	~~4,762~~ ***4,774***
Source: Appendix B.1.1 of this EIR Prepared By: CDM Smith, August 2016.							

4.2.5.1.2 Operational Emissions

A comparison of emissions from the 2023 proposed project to the 2016 existing conditions is shown in **Table 4.2-5**. As shown, the incremental emissions between the 2016 existing conditions and the implementation of the 2023 proposed project scenario are a net increase in CO_2e. With the addition of the amortized construction emissions, the proposed project's total annual emissions increase of ~~4,551~~ *5,343* $MTCO_2e$/yr remain well below the 10,000 $MTCO_2e$/yr threshold. Therefore, using this threshold, GHG emissions resulting from the construction and operations of the proposed project would not result in a significant impact on climate change over the 2016 existing conditions.

Table 4.2-5
Amortized Construction and Operational Greenhouse Gas Emissions for the

Proposed Project as Compared with the 2016 Baseline (MTY)

Emissions Source	2016 Baseline	2023 Proposed project	Incremental Difference
Area [1/]	<1	<1	0
Energy	6,301	10,852	4,551
Total Operational [2/]	6,301	10,852	4,551
Amortized Construction	-	~~789~~ *791*	~~789~~ *791*
Total Net [2/]	**6,301**	**~~11,641~~ *11,643***	**~~5,341~~ *5,343***
Notes: CO_2e = carbon dioxide equivalent 1/ Area emissions are generated by operations associated with maintenance of the facility. 2/ Totals may not add exactly because of rounding. Source: Appendix B.2.1 of this EIR. Prepared By: CDM Smith, August 2016.			

4.2.5.1.3 Detailed Analysis

The operational emissions detailed above were calculated using CalEEMod2016.3.1 default values for the proposed project; however, the model has several features that result in an overly conservative analysis. First, CalEEMod2016.3.1 uses the 2013 update to Title 24 rather than the most recent revision in 2016 for the purposes of operational energy calculations. Additionally, the above analysis assumes that the existing terminal area was constructed in such a way to comply with all current emissions standards including the 2013 revision to Title 24. The existing terminal, rebuilt for the 1984 Olympics in Los Angeles, likely does not meet Title 24 requirements leading to an overly conservative (low) baseline. Thus, a revised analysis was conducted. The baseline was recalculated to represent the terminals operating without Title 24

emissions reductions. Additionally, CalEEMod is limited in its use of default 2010 electrical generation GHG emission factors, as a result the proposed project was modified such that the LADWP reductions in CO2 emissions due to increased renewable portfolio and divestment of coal power, as well as 2016 Title 24 revisions, were accounted for. This analysis is provided for disclosure purposes in **Table 4.2-6**.

Table 4.2-6
Amortized Construction and Revised Operational Greenhouse Gas Emissions for Proposed Project as Compared with Revised 2016 Baseline (MTY)

Emissions Source	2016 Baseline	2023 Proposed Project	Incremental Difference
Area [1/]	<1	<1	0
Energy	7,709	8,011	302
Total Operational [2/]	7,709	8,011	302
Amortized Construction	-	~~789~~ *791*	~~789~~ *791*
Total Net [2/]	**7,709**	**~~8,800~~ *8,802***	**~~1,091~~ *1,093***

CO_2e = carbon dioxide equivalent
1/ Area emissions are generated by operations associated with maintenance of the facility.
2/ Totals may not add exactly because of rounding.
Source: Appendix B.2.1 of this EIR. Prepared By: CDM Smith, August 2016.

It should be noted that from an energy efficiency standpoint, implementation of the proposed project would result in a much more energy efficient building, on a per-square-foot basis, than what currently exists at the project site; which, in turn, results in much lower GHG emissions on a per-square-foot basis. Based on the existing total building area of 788,031 square feet with the 2016 Baseline GHG emissions of 7,709 MTY indicated above in **Table 4.2-6**, the per-square-foot GHG emissions are approximately 19.6 pounds per year. By comparison, the proposed project's total building area of 1,620,010 square feet with the 2023 Proposed Project GHG emissions of ~~8,011~~ *8,002* MTY indicated above in **Table 4.2-6**, the per-square-foot GHG emissions would be are approximately 9.9 pounds per year.

2. The text and tables of Section 4.2.9.1 on pages 4.2-21 and 4.2-22 are hereby revised to include emissions from shuttles transporting construction workers from the worker parking area to the project site.

4.2.9.1 Reduced GHG with Implementation of Air Quality Measures

Annual GHG emissions for construction of the proposed project with implementation of LAX-AQ-1 and MM-AQ [T2/T3]-1 are presented in **Table 4.2-7**; these emissions would total would total ~~20,018~~ *20,093* $MTCO_2e$ over the seven-year construction period. As noted in Section 4.2.2.1, construction emissions were amortized over the lifetime of the proposed project, which is assumed to be 30 years. The total CO_2e amortized over the life of the proposed project improvements is equal to ~~667~~ *670* $MTCO_2e$ per year.

Table 4.2-7
Construction Greenhouse Gas Emissions for the Proposed Project with Implementation of Air Quality Measures (MTY)

Emission Source	2017	2018	2019	2020	2021	2022	2023
Off-Road, On-Site Equipment	283	878	560	443	1,338	861	697
On-Road, On-Site Trucks	46	210	374	796	1,032	1,979	1,916
On-Road, Off-Site Workers	128	497	848	1,278	658	1,071	771
On-Road, Off-Site Deliveries	18	54	44	123	184	190	175
On-Site Hauling Staging	0	46	13	49	101	89	80
On-Site Hauling Batching	36	38	0	292	596	566	567
Parking, On-Site	2	9	15	23	12	19	13
Worker Shuttles	*1*	*3*	*9*	*15*	*14*	*21*	*13*
All Sources (Metric Tons):	~~514~~ ***515***	~~1,732~~ ***1,733***	~~1,854~~ ***1,863***	~~3,003~~ ***3,019***	~~3,920~~ ***3,935***	~~4,775~~ ***4,796***	~~4,220~~ ***4,232***
Source: Appendix B.1.1 of this EIR Prepared By: CDM Smith, August 2016.							

A comparison of the combined construction-related and operations-related emissions from the 2023 proposed project (assuming the conservative/worst-case operations energy demand scenario presented in **Table 4.2-5**, with implementation of the air quality measures noted above, to the 2016 existing conditions is shown in **Table 4.2-8**. As shown, the incremental emissions between the 2016 existing conditions and the implementation of the 2023 proposed project scenario are a net increase in CO_2e, but the increase is less than the 10,000 $MTCO_2e$/yr threshold and is approximately three percent lower than the combined construction and operation emissions of the project without implementation of the air quality measures (see **Table 4.2-5**).

Table 4.2-8
Amortized Construction and Operational Greenhouse Gas Emissions for Proposed Project with Implementation of Air Quality Measures as Compared with 2016 Baseline (MTY)

Emissions Source	2016 Baseline	2023 Proposed Project	Incremental Difference
Area [1/]	<1	<1	0
Energy	6,301	10,852	4,551
Total Operational [2/]	6,301	10,852	4,551
Amortized Construction	-	~~667~~ *670*	~~667~~ *670*
Total Net [2/]	**6,301**	**~~11,519~~ *11,522***	**~~5,218~~ *5,221***
Notes: CO_2e = carbon dioxide equivalent 1/ Area emissions are generated by operations associated with maintenance of the facility. 2/ Totals may not add exactly because of rounding. Source: Appendix B.2.1 of this EIR. Prepared By: CDM Smith, August 2016.			

In addition, for operational impacts, the proposed project would comply with the requirements of the City of Los Angeles Green Building Ordinance and with LAWA policies and programs related to sustainability and reducing GHG emissions that are implemented on a project-specific and on an Airport-wide basis. LAWA has an ongoing commitment to increasing energy efficiency and implementing energy conservation measures to reduce wasteful, inefficient, and unnecessary consumption of energy at its airports, which will serve to reduce GHG emissions.

Section 4.3, Cultural Resources

1. Standard Control Measure (Mitigation Measure) LAX-AR-1 on pages 4.3-20 and 4.3-21 is hereby revised as follows. Deleted text is already included in the mitigation requirements outlined in LAWA's Archaeological Treatment Plan, compliance with which is specified in the text of LAX-AR-1. None of the revisions below diminish the effectiveness of the mitigation measure.

♦ **LAX-AR-1. Conformance with LAWA's Archaeological Treatment Plan**.

Prior to initiation of any project-related grading or excavation activities, LAWA shall retain an on-site Cultural Resource Monitor (CRM), as defined in LAWA's Archaeological Treatment Plan (ATP),[235] who will determine if the proposed project is subject to archaeological monitoring. ~~As defined in the ATP, areas are not subject to archaeological monitoring if they contain redeposited fill or have previously been disturbed (i.e., areas where project-related excavation extends into re-deposited fill or other previously disturbed soils are considered unlikely to contain/yield notable cultural resources, and therefore do not require monitoring). LAWA shall retain an archaeologist to monitor excavation activities in native or virgin soils in accordance with the detailed monitoring procedures and other procedures outlined in the ATP regarding treatment for previously unidentified archaeological resources that are encountered during construction.~~ Monitoring*, if required,* will be subject to the provisions identified below.

Monitoring Requirements. In accordance with the ATP, the CRM will compare the known depth of redeposited fill or disturbance to the depth of planned grading activities, based on a review of construction plans that provide details about the extent and depth of project-related grading and other development-related data, such as geotechnical investigations that include soils borings and delineation of subsurface strata types. ~~Such detailed information regarding excavation plans and subsurface investigations will be completed and made available prior to the start of grading and construction.~~ If the CRM determines~~, based on the detailed plans and data,~~ that all or specific portions of the proposed project area warrant archaeological monitoring during grading activities, a qualified archaeologist ~~(an archaeologist who satisfies the Secretary of the Interior's Professional Qualifications Standards [36 CFR 61])~~ shall be retained by LAWA to inspect excavation and grading activities that occur within native material. ~~The extent and frequency of inspection shall be defined based on consultation with the archaeologist and the requirements of the ATP, which stipulates that ground-disturbing activity in areas designated as having a high potential for subsurface archaeological deposits will be monitored full time, and such activities in areas designated as potentially containing redeposited fill or having been disturbed will be monitored periodically or suspended entirely as determined by the consulting archaeologist and LAWA. Following initial inspection of excavation materials, the archaeologist may adjust inspection protocols as work proceeds.~~

Identification, Evaluation, and Recovery. ~~In accordance with State CEQA Guidelines Section 15126.4(b)(1), s~~*S*hould archaeological resources ~~that are either historical resources or unique archaeological resources~~ be discovered, preservation in place is the preferred manner for mitigating impacts to archaeological sites. When data recovery through excavation is the only feasible mitigation, a data recovery plan, which makes provisions for adequately recovering the scientifically consequential information from and about the historical resource, shall be prepared and adopted prior to any excavation being undertaken. ~~Such studies shall be deposited with the California Historical Resources Regional Information Center. Identification, evaluation, and recovery of cultural resources shall be conducted in accordance with the methods established in the ATP including, but not limited to, methods pertaining to surface recordation, shovel test excavations, test unit excavations, laboratory analysis, reporting, and curation. If potentially significant resources are identified, the monitoring archaeologist shall be empowered to halt construction activities within 25 to 50 feet of the identified resource. If Native American cultural resources are encountered, LAWA shall comply with guidance established in the ATP for retaining a Native American monitor including, but not limited to, notification of the NAHC and, based on the recommendations from NAHC, retention of a Native American monitor~~

~~from a list of suitable candidates supplied by NAHC. If human remains are found, LAWA shall comply with the State Health and Safety Code 7050.5 regarding the appropriate treatment of those remains as outlined in the ATP, which requires notification of the Los Angeles County Coroner's Office, notification of the NAHC and the Most Likely Native American Descendent if the remains are those of a Native American, immediately halting field work or grading in any area reasonably suspected to overlie adjacent human remains, cordoning off the site, and proper treatment and burial.~~

Reporting and Curation. Reporting shall be completed in conformance with the guidelines set forth by the Office of Historic Preservation for Archaeological Research Management Reports and requirements established in the ATP~~ pertaining to the contents of the Archaeological/Cultural Monitor Report~~. Proper curation and archiving of artifacts shall be conducted in accordance with industry and federal standards and as outlined in the ATP.

[235] City of Los Angeles, Los Angeles World Airports, Final LAX Master Plan: Mitigation Monitoring & Reporting Program - Archaeological Treatment Plan, prepared by Brian F. Smith and Associates. June 2005.

2. Standard Control Measure (Mitigation Measure) LAX-AR-2 on page 4.3-21 is hereby revised as follows:

- **LAX-AR-2. Archaeological Resources Construction Personnel Briefing**.

Prior to initiation of grading activities, LAWA ~~will~~ *shall* require the consulting archaeologist to provide construction personnel with a briefing in the identification of archaeological resources and in the correct procedures for notifying the relevant individuals should such a discovery occur.

3. Standard Control Measure (Mitigation Measure) LAX-PR-1 on page 4.3-22 is hereby revised as follows. Deleted text is already included in the mitigation requirements outlined in LAWA's Paleontological Management Treatment Plan, compliance with which is specified in the text of LAX-PR-1. None of the revisions below diminish the effectiveness of the mitigation measure.

- **LAX-PR-1. Conformance with LAWA's Paleontological Management Treatment Plan (PMTP).**

Prior to initiation of grading activities, LAWA ~~will~~ *shall* retain a professional paleontologist~~, as defined in LAWA's PMTP, who will determine if the proposed site exhibits a high or low potential for subsurface resources. As defined in the PMTP, areas are not subject to paleontological monitoring if they contain re-deposited fill or have previously been disturbed (i.e., areas where project-related excavation extends into re-deposited fill or other previously disturbed soils are considered unlikely to contain/yield notable paleontological resources, and therefore do not warrant monitoring)~~. If the project site is determined to exhibit a high potential for paleontological resources, paleontological monitoring ~~will~~ *shall* be conducted by a professional paleontologist. If the project site is determined to exhibit a low potential for subsurface deposits, excavation need not be monitored as per the PMTP.

Monitoring Requirements. In accordance with the PMTP, LAWA ~~will~~ *shall* supply the paleontological monitor (PM) with a construction schedule and any construction, grading, excavation and/or shoring plans*, along with access to relevant geotechnical studies* prior to the initiation of ground-disturbing activities. ~~LAWA will also provide the PM access to geotechnical studies completed for the project that contain information indicating subsurface strata types, which can help delineate the areal extent and depth of previously disturbed areas as distinguished from undisturbed areas. Emphasis in identifying construction areas that warrant monitoring will be placed on the specific portions of the project area identified as exhibiting a high potential for subsurface resources, based on the location of known paleontological localities and/or resources and the identification of areas in which no known disturbances have occurred. The identification of areas to be monitored will be made by the on-site PM or PM designee in consultation with the appropriate LAWA representative, construction supervisor, and/or geologist, and in accordance with the requirements of the PMTP. Areas of low potential for subsurface paleontological deposits, as documented by technical sources to be underlain by fill~~

~~materials, or areas that exhibit a high degree of previous disturbance, based on soil testing will not be monitored~~. If excavation activities are scheduled to go below the documented level of fill materials, paleontological monitoring ~~will~~ *shall* be initiated when formational sediments are expected to be reached by earthmoving activities.

Identification, Evaluation, and Recovery. The PM or PM designee ~~will~~ *shall* identify, evaluate, and recover paleontological resources in accordance with the relevant provisions of the PMTP ~~including, but not limited to, monitoring parameters and specifications, safety issues, paleontological resource collection, fossil preparation and curation procedures, fossil donation protocols, and reporting~~.

4. Standard Control Measure (Mitigation Measure) LAX-PR-2 on page 4.3-22 is hereby revised as follows:

- **LAX-PR-2. Paleontological Resources Construction Personnel Briefing**.

Prior to initiation of grading*/ground disturbing* activities, *LAWA shall require* the PM or PM designee ~~will~~ to brief *project engineers, project inspectors, construction foreman, drillers and heavy equipment operators* ~~construction personnel~~ in the identification of fossils or fossiliferous deposits and in the correct procedures for notifying the relevant individuals should such a discovery occur.

Section 4.4, Construction Surface Transportation

1. The text of the second bullet starting on page 4.4-3 and continuing onto page 4.4-4 is hereby revised as follows:

- Intersection turning movement traffic volume data were collected at key traffic study area intersections over a ~~two~~*three*-year period (2013 to 2015). *Traffic counts at intersections within the City of Los Angeles were generally obtained* from 7:00 a.m. to ~~9~~*10*:00 a.m., and from ~~4~~*3*:00 p.m. to 6:00 p.m., *consistent with the City of Los Angeles Traffic Study Policies and Procedures guidelines. The counts at the remaining intersections under other jurisdictions were obtained from 7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m. peak periods.* The traffic count periods were established to obtain traffic count data during the a.m. and p.m. peak commuter periods and represent the most recent counts at the construction traffic study area intersections. These counts were used as a basis for preparing the construction traffic analysis and assessing project-related traffic impacts. This approach provides a conservative impact analysis by addressing situations when avoidance of the morning or afternoon commuter peak period is not possible. ~~The estimated peak hours for construction-related traffic were determined by reviewing the estimated hourly construction-related trip activity for the proposed project developed for this study.~~ The a.m. peak hour was determined to be 7:00 a.m. to 8:00 a.m., *while* ~~and~~ the p.m. peak hour was determined to be 4:00 p.m. to 5:00 p.m.

2. The first two sentences of Section 4.4.2.2 on page 4.4-4 are hereby revised as follows:

Baseline conditions used in the analysis of project-related construction traffic impacts are defined as the existing conditions within the construction traffic study area at the time ~~of the analysis (November 2016)~~ *the NOP was published (August 2016)*. Intersection turning movement volumes were collected over a ~~two~~ *three*-year period (2013 to 2015), representing the most current comprehensive traffic counts completed by LAWA.

3. Table 4.4-6 on page 4.4-24 is hereby revised as follows:

Table 4.4-6
Construction Project Trips Concurrent with the Proposed Project Construction Period

Project	Construction Trips in Passenger Car Equivalents (PCEs)											
	AM Peak Hour (7:00 AM - 8:00 AM)						PM Peak Hour (4:00 PM - 5:00 PM)					
	Employees [2]		Trucks [3]		Shuttles [4]		Employees [2]		Trucks [3]		Shuttles [4]	
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Proposed Project (November 2019) [1, 11]	--	142	13	13	12	12	--	--	13	13	-- [9]	-- [9]
Other Concurrent Projects in November 2019 [5,6]												
Midfield Satellite Concourse North [7]	353	--	~~92~~93	~~92~~93	-- [9]	-- [9]	83	353	~~92~~93	~~92~~93	-- [9]	-- [9]
Miscellaneous Projects/Improvements	4	--	~~1~~3	~~1~~3	-- [9]	-- [9]	--	4	~~1~~3	~~1~~3	-- [9]	-- [9]
LAX Northside Area Development [8]	234	--	--	--	-- [9]	-- [9]	--	234	--	--	-- [9]	-- [9]
Airport Metro Connector (AMC) 96th Street Transit Station	25	--	5	5	-- [9]	-- [9]	--	25	5	5	-- [9]	-- [9]
Airport Security Buildings	32	--	~~6~~8	~~6~~8	-- [9]	-- [9]	--	32	~~6~~8	~~6~~8	-- [9]	-- [9]
Landside Access Modernization Program [10, 11]	--	--	~~71~~73	~~71~~73	-- [9]	-- [9]	--	--	~~71~~73	~~71~~73	-- [9]	-- [9]
Concourse 0	380	--	65	65	-- [9]	-- [9]	--	380	65	65	-- [9]	-- [9]
North Airfield Improvements	3	--	~~1~~3	~~1~~3	-- [9]	-- [9]	--	3	~~1~~3	~~1~~3	-- [9]	-- [9]
Total for Other Concurrent Projects in November 2019	**1,031**	**--**	**~~241~~250**	**~~241~~250**	**-- [9]**	**-- [9]**	**83**	**1,031**	**~~241~~250**	**~~241~~250**	**-- [9]**	**-- [9]**

Notes:

[1] Employee estimate is based on 473 ~~peak day~~ construction employees *daily during the project's cumulative traffic peak month (November 2019)*.

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

[3] Truck trips (i.e., haul trucks, concrete trucks) were converted at a rate of 2.5 PCEs per vehicle. Material delivery trucks are planned to be located at either the proposed primary construction staging area (existing industrial parcel located on La Cienega Boulevard, just north of Imperial Highway) or the optional primary construction staging area (on a portion of an existing LAWA-owned construction staging area along the south side of Westchester Parkway, east of the southern terminus of La Tijera Boulevard). The analysis assumes 100 percent of haul trucks would go to either the proposed primary or optional primary construction staging area.

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

[5] The ratio of peak hour trips over total monthly employee construction hours for other concurrent projects was assumed to be equal to that calculated for the proposed Bradley West Project, CUP-RP, West Aircraft Maintenance Area, and MSC (weighted average), unless other project-specific data were available.

[6] The construction schedule for the Secured Area Access Project (SAAP) originally anticipated project completion in March 2019 but has been refined. The SAAP project is now anticipated to begin October 2017 and end April 2020, which occurs concurrent with the proposed project's cumulative peak (November 2019). However, upon review of the anticipated SAAP workforce levels, the number of employees and haul truck trips associated with the SAAP project are minimal. Furthermore, based on the anticipated shift time (6:00 a.m. to 3:30 p.m.), only a negligible portion of haul truck trips would occur during the AM peak hour (no haul truck trips during the PM peak hour), while no employee trips are estimated to occur during either the AM or PM peak hours. Therefore, it was determined that the revised SAAP construction schedule would have no appreciable effect on the cumulative peak analysis.

[7] Assumed to operate with a double-shift work schedule.

[8] Peak hour trips provided by Gibson Transportation Consulting.

[9] Employee shuttles would not affect public roadways or intersections due to the location of the project construction site and the employee parking areas. In some cases, employee parking would occur in close proximity to the construction site; in other cases, employee shuttles would travel largely or exclusively on on-airport roadways.

[10] Construction estimates provided by Connico Incorporated.

[11] Assumed to operate with a triple-shift work schedule.

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

Prepared By: Ricondo & Associates, Inc., January 2017.

4. Tables 4.4-9 and 4.4-10 on pages 4.4-34 through 4.4-38 are hereby revised as follows:

Table 4.4-9
Proposed Project - Level of Service Analysis Results - Impact Comparison 2 Cumulative Traffic (November 2019) – Proposed Primary Construction Staging Area

			Baseline [A]		Cumulative Peak (November 2019) Without Project [B]		With Project [C]			Cumulative Impact Determination [C]-[A]		Cumulatively Considerable Determination [C]-[B]
Intersection		Peak Hour [1]	V/C [2]	LOS [3]	V/C [2]	LOS [3]	V/C [2]	LOS [3]	Change in V/C	Significant Cumulative Impact?	Change in V/C	Cumulatively Considerable Contribution?
1.	Aviation Boulevard and Century Boulevard	AM Peak Hour	0.598	A	0.~~690~~*691*	B	0.~~691~~*692*	B	0.~~093~~*094*	No	0.001	No
		PM Peak Hour	0.826	D	0.~~969~~*970*	E	0.~~969~~*970*	E	0.~~143~~*144*	Yes	0.000	No
2.	Imperial Highway and Aviation Boulevard	AM Peak Hour	0.712	C	0.~~820~~*821*	D	0.~~820~~*821*	D	0.~~108~~*109*	Yes	0.000	No
		PM Peak Hour	0.650	B	0.~~761~~*762*	C	0.~~764~~*765*	C	0.~~114~~*115*	Yes	0.003	No
3.	Aviation Boulevard and 111th Street	AM Peak Hour	0.540	A	0.~~608~~*609*	B	0.~~608~~*609*	B	0.~~068~~*069*	No	0.000	No
		PM Peak Hour	0.478	A	0.533	A	0.533	A	0.055	No	0.000	No
4.	La Cienega Boulevard and Century Boulevard	AM Peak Hour	0.817	D	0.871	D	0.872	D	0.055	Yes	0.001	No
		PM Peak Hour	0.899	D	0.999	E	0.999	E	0.100	Yes	0.000	No
5.	Sepulveda Blvd. and Century Blvd.	AM Peak Hour	0.824	D	0.926	E	0.942	E	0.118	Yes	0.016	Yes
		PM Peak Hour	0.725	C	0.775	C	0.776	C	0.051	Yes	0.001	No
6.	Century Boulevard and I-405 Northbound Ramp	AM Peak Hour	0.924	E	1.010	F	1.010	F	0.086	Yes	0.000	No
		PM Peak Hour	0.676	B	0.~~742~~*743*	C	0.~~742~~*743*	C	0.~~066~~*067*	Yes	0.000	No
7.	Imperial Highway and Douglas Street	AM Peak Hour	0.393	A	0.470	A	0.473	A	0.080	No	0.003	No
		PM Peak Hour	0.623	B	0.713	C	0.716	C	0.093	Yes	0.003	No
8.	Sepulveda Boulevard and Howard Hughes Parkway	AM Peak Hour	0.671	B	0.768	C	0.770	C	0.099	Yes	0.002	No
		PM Peak Hour	0.651	B	0.700	B	0.700	B	0.049	No	0.000	No
9.	Imperial Highway and La Cienega Boulevard	AM Peak Hour	0.474	A	0.517	A	0.~~525~~*534*	A	0.~~051~~*060*	No	0.~~008~~*017*	No
		PM Peak Hour	0.698	B	0.758	C	0.759	C	0.061	Yes	0.001	No
10.	Imperial Highway and Main Street	AM Peak Hour	0.616	B	1.~~179~~*184*	F	1.~~185~~*188*	F	0.~~569~~*572*	Yes	0.~~006~~*004*	No
		PM Peak Hour	0.624	B	0.~~839~~*841*	D	0.~~842~~*843*	D	0.~~218~~*219*	Yes	0.~~003~~*002*	No
11.	Imperial Highway and Pershing Drive	AM Peak Hour	0.429	A	0.~~523~~*526*	A	0.~~527~~*528*	A	0.~~098~~*099*	No	0.~~004~~*002*	No
		PM Peak Hour	0.498	A	0.~~723~~*725*	C	0.~~726~~*728*	C	0.~~228~~*230*	Yes	0.003	No
12.	Imperial Highway and Sepulveda Boulevard	AM Peak Hour	0.934	E	1.117	F	1.118	F	0.184	Yes	0.001	No
		PM Peak Hour	1.323	F	1.477	F	1.477	F	0.154	Yes	0.000	No
13.	Imperial Highway and Nash Street	AM Peak Hour	0.614	B	0.848	D	0.854	D	0.240	Yes	0.006	No
		PM Peak Hour	0.383	A	0.458	A	0.461	A	0.078	No	0.003	No
14.	Imperial Highway and I-105 Ramp	AM Peak Hour	0.811	D	0.~~965~~*966*	E	0.~~977~~*978*	E	0.~~166~~*167*	Yes	0.012	Yes
		PM Peak Hour	0.556	A	0.~~648~~*649*	B	0.~~652~~*653*	B	0.~~096~~*097*	No	0.004	No
15.	Imperial Highway and I-405 Northbound Ramp	AM Peak Hour	0.597	A	0.650	B	0.~~651~~*652*	B	0.~~054~~*055*	No	0.~~001~~*002*	No
		PM Peak Hour	0.832	D	0.895	D	0.895	D	0.063	Yes	0.000	No
16.	La Cienega Boulevard and Lennox Boulevard	AM Peak Hour	0.553	A	0.595	A	0.595	A	0.042	No	0.000	No
		PM Peak Hour	0.530	A	0.568	A	0.568	A	0.038	No	0.000	No
17.	La Cienega Boulevard and 111th Street	AM Peak Hour	0.360	A	0.389	A	0.389	A	0.029	No	0.000	No

Table 4.4-9
Proposed Project - Level of Service Analysis Results - Impact Comparison 2 Cumulative Traffic (November 2019) – Proposed Primary Construction Staging Area

			Baseline [A]		Cumulative Peak (November 2019) Without Project [B]		With Project [C]			Cumulative Impact Determination [C]-[A]		Cumulatively Considerable Determination [C]-[B]
Intersection		Peak Hour [1]	V/C [2]	LOS [3]	V/C [2]	LOS [3]	V/C [2]	LOS [3]	Change in V/C	Significant Cumulative Impact?	Change in V/C	Cumulatively Considerable Contribution?
		PM Peak Hour	0.301	A	0.324	A	0.324	A	0.023	No	0.000	No
18.	La Cienega Blvd. & I-405 Southbound Ramps North of Century	AM Peak Hour	0.904	E	0.964	E	0.964	E	0.060	Yes	0.000	No
		PM Peak Hour	0.754	C	0.804	D	0.804	D	0.050	Yes	0.000	No
19.	La Cienega Blvd. & I-405 Southbound Ramps South of Century	AM Peak Hour	0.449	A	0.485	A	0.497	A	0.048	No	0.012	No
		PM Peak Hour	0.351	A	0.400	A	0.400	A	0.049	No	0.000	No
20.	La Cienega Blvd. & I-405 Southbound Ramps North of Imperial	AM Peak Hour	0.507	A	0.553	A	0.571	A	0.064	No	0.018	No
		PM Peak Hour	0.291	A	0.325	A	0.345	A	0.054	No	0.020	No
21.	Sepulveda Boulevard and La Tijera Boulevard	AM Peak Hour	0.692	B	0.740	C	0.742	C	0.050	Yes	0.002	No
		PM Peak Hour	0.819	D	0.885	D	0.~~887~~*889*	D	0.~~068~~*070*	Yes	0.~~002~~*004*	No
22.	Sepulveda Boulevard and Lincoln Boulevard	AM Peak Hour	0.780	C	0.834	D	0.835	D	0.055	Yes	0.001	No
		PM Peak Hour	0.964	E	1.113	F	1.113	F	0.149	Yes	0.000	No
23.	Sepulveda Boulevard and Manchester Avenue	AM Peak Hour	0.865	D	0.923	E	0.925	E	0.060	Yes	0.002	No
		PM Peak Hour	0.885	D	1.011	F	1.011	F	0.126	Yes	0.000	No
24.	Westchester Parkway and Pershing Drive	AM Peak Hour	0.473	A	0.~~632~~*639*	B	0.~~642~~*645*	B	0.~~169~~*172*	No	0.~~010~~*006*	No
		PM Peak Hour	0.286	A	0.~~558~~*564*	A	0.~~567~~*571*	A	0.~~281~~*285*	No	0.~~009~~*007*	No
25.	Sepulveda Boulevard and Westchester Parkway	AM Peak Hour	0.863	D	1.091	F	1.~~095~~*098*	F	0.~~232~~*235*	Yes	0.~~004~~*007*	No
		PM Peak Hour	0.893	D	1.167	F	1.~~171~~*174*	F	0.~~278~~*281*	Yes	0.~~004~~*007*	No
26.	Sepulveda Boulevard and 76th/77th Street	AM Peak Hour	0.915	E	0.976	E	0.978	E	0.063	Yes	0.002	No
		PM Peak Hour	0.487	A	0.584	A	0.584	A	0.097	No	0.000	No
27.	Sepulveda Boulevard and 79th/80th Street	AM Peak Hour	0.780	C	0.833	D	0.835	D	0.055	Yes	0.002	No
		PM Peak Hour	0.504	A	0.601	B	0.601	B	0.097	No	0.000	No
28.	Sepulveda Boulevard and 83rd Street	AM Peak Hour	0.643	B	0.687	B	0.690	B	0.047	No	0.003	No
		PM Peak Hour	0.457	A	0.551	A	0.~~551~~*552*	A	0.~~094~~*095*	No	0.~~000~~*001*	No
29.	La Cienega Boulevard and 104th Street	AM Peak Hour	0.375	A	0.404	A	0.404	A	0.029	No	0.000	No
		PM Peak Hour	0.407	A	0.438	A	0.438	A	0.031	No	0.000	No

Notes:
[1] The hours of analysis include the a.m. peak (7:00 a.m. - 8:00 a.m.), and the p.m. peak (4:00 p.m. - 5:00 p.m.).
[2] Volume to capacity ratio. Includes an LADOT ATSAC benefit applied at each intersection with the exception of intersections #6, and #15, which are not a part of the LADOT system.
[3] Level of Service range: A (excellent) to F (failure).
Source: Appendix D.3 of this EIR.

Table 4.4-10
Proposed Project - Level of Service Analysis Results - Impact Comparison 2 Cumulative Traffic (November 2019) – Optional Primary Construction Staging Area

Intersection		Peak Hour [1]	Cumulative Peak (November 2019) Baseline [A] V/C [2]	Baseline [A] LOS [3]	Without Project [B] V/C [2]	Without Project [B] LOS [3]	With Project [C] V/C [2]	With Project [C] LOS [3]	Cumulative Impact Determination [C]-[A] Change in V/C	Cumulative Impact Determination [C]-[A] Significant Cumulative Impact?	Cumulatively Considerable Determination [C]-[B] Change in V/C	Cumulatively Considerable Determination [C]-[B] Cumulatively Considerable Contribution?
1.	Aviation Boulevard and Century Boulevard	AM Peak Hour	0.598	A	0.~~690~~*691*	B	0.~~691~~*692*	B	0.~~093~~*094*	No	0.001	No
		PM Peak Hour	0.826	D	0.~~969~~*970*	E	0.~~969~~*970*	E	0.~~143~~*144*	Yes	0.000	No
2.	Imperial Highway and Aviation Boulevard	AM Peak Hour	0.712	C	0.~~820~~*821*	D	0.~~820~~*821*	D	0.~~108~~*109*	Yes	0.000	No
		PM Peak Hour	0.650	B	0.~~761~~*762*	C	0.~~761~~*762*	C	0.~~111~~*112*	Yes	0.000	No
3.	Aviation Boulevard and 111th Street	AM Peak Hour	0.540	A	0.~~608~~*609*	B	0.~~608~~*609*	B	0.~~068~~*069*	No	0.000	No
		PM Peak Hour	0.478	A	0.533	A	0.533	A	0.055	No	0.000	No
4.	La Cienega Boulevard and Century Boulevard	AM Peak Hour	0.817	D	0.871	D	0.872	D	0.055	Yes	0.001	No
		PM Peak Hour	0.899	D	0.999	E	0.999	E	0.100	Yes	0.000	No
5.	Sepulveda Blvd. and Century Blvd.	AM Peak Hour	0.824	D	0.926	E	0.941	E	0.117	Yes	0.015	Yes
		PM Peak Hour	0.725	C	0.775	C	0.775	C	0.050	Yes	0.000	No
6.	Century Boulevard and I-405 Northbound Ramp	AM Peak Hour	0.924	E	1.010	F	1.010	F	0.086	Yes	0.000	No
		PM Peak Hour	0.676	B	0.~~742~~*743*	C	0.~~742~~*743*	C	0.~~066~~*067*	Yes	0.000	No
7.	Imperial Highway and Douglas Street	AM Peak Hour	0.393	A	0.470	A	0.470	A	0.077	No	0.000	No
		PM Peak Hour	0.623	B	0.713	C	0.713	C	0.090	Yes	0.000	No
8.	Sepulveda Boulevard and Howard Hughes Parkway	AM Peak Hour	0.671	B	0.768	C	0.770	C	0.099	Yes	0.002	No
		PM Peak Hour	0.651	B	0.700	B	0.700	B	0.049	No	0.000	No
9.	Imperial Highway and La Cienega Boulevard	AM Peak Hour	0.474	A	0.517	A	0.517	A	0.043	No	0.000	No
		PM Peak Hour	0.698	B	0.758	C	0.758	C	0.060	Yes	0.000	No
10.	Imperial Highway and Main Street	AM Peak Hour	0.616	B	1.~~179~~*184*	F	1.~~185~~*190*	F	0.~~569~~*574*	Yes	0.006	No
		PM Peak Hour	0.624	B	0.~~839~~*841*	D	0.~~842~~*844*	D	0.~~218~~*220*	Yes	0.003	No
11.	Imperial Highway and Pershing Drive	AM Peak Hour	0.429	A	0.~~523~~*526*	A	0.~~527~~*530*	A	0.~~098~~*101*	No	0.004	No
		PM Peak Hour	0.498	A	0.~~723~~*725*	C	0.~~726~~*729*	C	0.~~228~~*231*	Yes	0.~~003~~*004*	No
12.	Imperial Highway and Sepulveda Boulevard	AM Peak Hour	0.934	E	1.117	F	1.118	F	0.184	Yes	0.001	No
		PM Peak Hour	1.323	F	1.477	F	1.477	F	0.154	Yes	0.000	No
13.	Imperial Highway and Nash Street	AM Peak Hour	0.614	B	0.848	D	0.848	D	0.234	Yes	0.000	No
		PM Peak Hour	0.383	A	0.458	A	0.458	A	0.075	No	0.000	No
14.	Imperial Highway and I-105 Ramp	AM Peak Hour	0.811	D	0.~~965~~*966*	E	0.~~968~~*969*	E	0.~~157~~*158*	Yes	0.003	No
		PM Peak Hour	0.556	A	0.~~648~~*649*	B	0.~~648~~*649*	B	0.~~092~~*093*	No	0.000	No
15.	Imperial Highway and I-405 Northbound Ramp	AM Peak Hour	0.597	A	0.650	B	0.650	B	0.053	No	0.000	No
		PM Peak Hour	0.832	D	0.895	D	0.895	D	0.063	Yes	0.000	No

Table 4.4-10
Proposed Project - Level of Service Analysis Results - Impact Comparison 2 Cumulative Traffic (November 2019) – Optional Primary Construction Staging Area

Intersection		Peak Hour [1]	Cumulative Peak (November 2019) Baseline [A] V/C [2]	Baseline [A] LOS [3]	Without Project [B] V/C [2]	Without Project [B] LOS [3]	With Project [C] V/C [2]	With Project [C] LOS [3]	Cumulative Impact Determination [C]-[A] Change in V/C	Cumulative Impact Determination [C]-[A] Significant Cumulative Impact?	Cumulatively Considerable Determination [C]-[B] Change in V/C	Cumulatively Considerable Determination [C]-[B] Cumulatively Considerable Contribution?
16.	La Cienega Boulevard and Lennox Boulevard	AM Peak Hour	0.553	A	0.595	A	0.595	A	0.042	No	0.000	No
		PM Peak Hour	0.530	A	0.568	A	0.568	A	0.038	No	0.000	No
17.	La Cienega Boulevard and 111th Street	AM Peak Hour	0.360	A	0.389	A	0.389	A	0.029	No	0.000	No
		PM Peak Hour	0.301	A	0.324	A	0.324	A	0.023	No	0.000	No
18.	La Cienega Blvd. & I-405 Southbound Ramps North of Century	AM Peak Hour	0.904	E	0.964	E	0.964	E	0.060	Yes	0.000	No
		PM Peak Hour	0.754	C	0.804	D	0.804	D	0.050	Yes	0.000	No
19.	La Cienega Blvd. & I-405 Southbound Ramps South of Century	AM Peak Hour	0.449	A	0.485	A	0.497	A	0.048	No	0.012	No
		PM Peak Hour	0.351	A	0.400	A	0.400	A	0.049	No	0.000	No
20.	La Cienega Blvd. & I-405 Southbound Ramps North of Imperial	AM Peak Hour	0.507	A	0.553	A	0.553	A	0.046	No	0.000	No
		PM Peak Hour	0.291	A	0.325	A	0.325	A	0.034	No	0.000	No
21.	Sepulveda Boulevard and La Tijera Boulevard	AM Peak Hour	0.692	B	0.740	C	0.742	C	0.050	Yes	0.002	No
		PM Peak Hour	0.819	D	0.885	D	0.885	D	0.066	Yes	0.000	No
22.	Sepulveda Boulevard and Lincoln Boulevard	AM Peak Hour	0.780	C	0.834	D	0.834	D	0.054	Yes	0.000	No
		PM Peak Hour	0.964	E	1.113	F	1.113	F	0.149	Yes	0.000	No
23.	Sepulveda Boulevard and Manchester Avenue	AM Peak Hour	0.865	D	0.923	E	0.925	E	0.060	Yes	0.002	No
		PM Peak Hour	0.885	D	1.011	F	1.011	F	0.126	Yes	0.000	No
24.	Westchester Parkway and Pershing Drive	AM Peak Hour	0.473	A	0.~~632~~*639*	B	0.~~642~~*649*	B	0.~~169~~*176*	No	0.010	No
		PM Peak Hour	0.286	A	0.~~558~~*564*	A	0.~~567~~*574*	A	0.~~281~~*288*	No	0.~~009~~*010*	No
25.	Sepulveda Boulevard and Westchester Parkway	AM Peak Hour	0.863	D	1.091	F	1.091	F	0.228	Yes	0.000	No
		PM Peak Hour	0.893	D	1.167	F	1.167	F	0.274	Yes	0.000	No
26.	Sepulveda Boulevard and 76th/77th Street	AM Peak Hour	0.915	E	0.976	E	0.978	E	0.063	Yes	0.002	No
		PM Peak Hour	0.487	A	0.584	A	0.584	A	0.097	No	0.000	No
27.	Sepulveda Boulevard and 79th/80th Street	AM Peak Hour	0.780	C	0.833	D	0.835	D	0.055	Yes	0.002	No
		PM Peak Hour	0.504	A	0.601	B	0.601	B	0.097	No	0.000	No
28.	Sepulveda Boulevard and 83rd Street	AM Peak Hour	0.643	B	0.687	B	0.689	B	0.046	No	0.002	No
		PM Peak Hour	0.457	A	0.551	A	0.551	A	0.094	No	0.000	No
29.	La Cienega Boulevard and 104th Street	AM Peak Hour	0.375	A	0.404	A	0.404	A	0.029	No	0.000	No
		PM Peak Hour	0.407	A	0.438	A	0.438	A	0.031	No	0.000	No

Table 4.4-10
Proposed Project - Level of Service Analysis Results - Impact Comparison 2 Cumulative Traffic (November 2019) – Optional Primary Construction Staging Area

		Cumulative Peak (November 2019)									
		Baseline [A]		Without Project [B]		With Project [C]		Cumulative Impact Determination [C]-[A]		Cumulatively Considerable Determination [C]-[B]	
Intersection	Peak Hour [1]	V/C [2]	LOS [3]	V/C [2]	LOS [3]	V/C [2]	LOS [3]	Change in V/C	Significant Cumulative Impact?	Change in V/C	Cumulatively Considerable Contribution?

Notes:
[1] The hours of analysis include the a.m. peak (7:00 a.m. - 8:00 a.m.), and the p.m. peak (4:00 p.m. - 5:00 p.m.).
[2] Volume to capacity ratio. Includes an LADOT ATSAC benefit applied at each intersection with the exception of intersections #6, and #15, which are not a part of the LADOT system.
[3] Level of Service range: A (excellent) to F (failure).
Source: Appendix D.3 of this EIR.

5. Standard Control Measure LAX-ST-1 on pages 4.4-40 through and 4.4-42 is hereby revised as follows. Deleted text in the first paragraph pertains to the specifics of the CALM process, and not the effectiveness of the measure. Text in item g. Construction Employee Parking Locations has been modified to account for the fact that off-site worker parking could be accommodated by contractor-supplied shuttles or could involve existing commercial parking facilities that have their own shuttles, or some combination thereof. None of the revisions below diminish the effectiveness of the measure.

♦ **LAX-ST-1. Construction Traffic Management Plan**.

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

a. **Construction Deliveries** – Construction deliveries requiring lane closures shall receive prior approval from the CALM Team. Construction notification of deliveries requiring lane closures shall be made in writing (a minimum of seventy-two (72) hours in advance, unless otherwise coordinated with the CALM Team prior to the required closure(s) when a 72-hour advance written notification is not feasible) in order to allow for any modifications to approved traffic detour plans. Delivery permits from all applicable local agencies shall be obtained thirty (30) days prior to any delivery requiring a lane closure, as feasible. To the extent possible, construction deliveries within the CTA requiring lane closures shall be scheduled during overnight hours (1:00 a.m. to 7:00 a.m.) to minimize impacts to Airport operations.

b. **Designated Truck Delivery Hours** – To the extent possible, truck deliveries of bulk materials such as aggregate, bulk cement, dirt, etc. to the project site, and hauling of material from the project site, shall be scheduled during off-peak hours to avoid the peak commuter ~~and Airport~~ traffic periods on designated haul routes. Peak commuter traffic periods are between 7:00 a.m. to 9:00 a.m. and 4:30 p.m. to 6:30 p.m. Monday through Friday. All deviations to these requirements shall be approved in writing by the CALM Team prior to actual site deliveries.

c. **Construction Employee Shift Hours** – To the extent possible, the beginning and ending times of work shifts that avoid peak commuter traffic periods (7:00 a.m. to 9:00 a.m. and 4:30 p.m. to 6:30 p.m. Monday through Friday) shall be established. (This measure may not apply to swing shifts.) To avoid peak commuter traffic, work periods may be extended to include weekend and multiple work shifts, when necessary.

d. **Designated Truck Routes** – For dirt, aggregate, bulk cement, and all other materials and equipment, truck deliveries to the LAX area shall be on designated routes only (freeways and non-residential streets). Designated truck routes shall be limited to:

   1. Aviation Boulevard (Imperial Highway to Manchester Boulevard);
   2. Manchester Boulevard (Aviation Boulevard to I-405);
   3. Florence Avenue (Aviation Boulevard to I-405);
   4. La Cienega Boulevard (north of Imperial Highway);
   5. Pershing Drive (Westchester Parkway to Imperial Highway);

6. Westchester Parkway (Pershing Drive to Sepulveda Boulevard);
7. Century Boulevard (Sepulveda Boulevard to Aviation Boulevard);
8. Sepulveda Boulevard (Westchester Parkway to Imperial Highway);
9. Imperial Highway (Pershing Drive to I-405);
10. I-405; and
11. I-105.

f. Stockpile Locations – All stockpile locations shall be pre-approved by LAWA and its CALM Team. Stockpile locations/laydown/staging areas shall be accessed by construction vehicles with minimal disruption to adjacent public streets.

g. Construction Employee Parking Locations – If parking for construction employees is not located on, or in proximity to, the work site, shuttle buses *shall be used* to transport employees to *and from* the construction areas ~~shall be provided. The shuttle buses shall operate from the designated employee parking area to the work site~~. Shuttle buses shall comply with all applicable California Air Resources Board (CARB) and South Coast Air Quality Management District (SCAQMD) rules and regulations, and LAWA's Alternative Fuel Policy. All employees, including those of subcontractors and suppliers at all tiers, shall park in the designated parking locations and not on city streets, or in nearby neighborhoods. All construction personnel shall be required to attend an airport project-specific orientation meeting that will cover where to park, where staging areas are located, construction policies, etc.

Chapter 5, Alternatives

There are no corrections or additions associated with this chapter.

Chapter 6, Other Environmental Considerations

1. Tables 6-1 through 6-3 on pages 6-5 and 6-6 are hereby revised as follows to include the correct trip numbers and distances.

Table 6-1
Construction Worker Gasoline Demand

Phase	Trips	Trip Length (miles)	CO_2 Worker Trips (MT)	kg CO_2/Gal	Gallons of Gasoline
Airside Civil/Apron Work	~~5,186~~ *11,286*	40	147	8.91	16,498
Terminal 3 BHS Sprung Building	~~310~~ *3,294*	40	45	8.91	5,050
Terminal 3 Concourse	~~7,166~~ *48,570*	40	640	8.91	71,829
Terminal 2 & 3 Headhouse	~~5,267~~ *158,163*	40	2,196	8.91	246,465
Terminal 2 Concourse	~~5,785~~ *62,466*	40	834	8.91	93,603
Terminal 3 North (Satellite)	~~1,984~~ *31,066*	40	386	8.91	43,322
Terminal 3.5 Headhouse	~~3,705~~ *79,101*	40	1,002	8.91	112,458
Total			**5,250**	**8.91**	**589,225**

Source: CDM Smith, January 2017.
Notes:
Trips are round trips

Abbreviations:
kg.– kilogram
CO_2 – carbon dioxide
MT – metric tons
Gal - gallons
BHS- Baggage Handling System

Table 6-2
Construction Off-Site Deliveries and Hauling Demand

Phase	Trips	Trip Length (miles)	CO_2 Off-Site Deliveries & Hauling (MT)	kg CO_2/Gal	Gallons of Diesel
Airside Civil/Apron Work	~~42,931~~ *7,563*	40	507	10.15	49,951
Terminal 3 BHS Sprung Building	50	40	3	10.15	296
Terminal 3 Concourse	~~1,665~~ *726*	40	49	10.15	4,828
Terminal 2 & 3 Headhouse	~~4,496~~ *2,192*	40	153	10.15	15,074
Terminal 2 Concourse	175	40	12	10.15	1,182
Terminal 3 North (Satellite)	~~340~~ *320*	40	21	10.15	2,069
Terminal 3.5 Headhouse	~~1,426~~ *670*	40	44	10.15	4,335
Total			**789**	**10.15**	**77,735**

Source: CDM Smith, January 2017.
Notes:
Trips are round trips

Abbreviations:
kg.– kilogram
CO_2 – carbon dioxide
MT – metric tons
Gal - gallons
BHS- Baggage Handling System

Table 6-3
Construction On-Site Deliveries and Hauling Demand

Phase	Trips	Trip Length (miles)	CO_2 On-Site Deliveries & Hauling (MT)	kg CO_2/Gal	Gallons of Diesel
Airside Civil/Apron Work	42,931	~~16.5*~~ *11**	1,086	10.15	106,995
Terminal 3 BHS Sprung Building	50	~~16.5*~~ *11**	1	10.15	99
Terminal 3 Concourse	1,665	~~16.5*~~ *11**	37	10.15	3,645
Terminal 2 & 3 Headhouse	4,496	~~16.5*~~ *11**	100	10.15	9,852
Terminal 2 Concourse	175	~~16.5*~~ *11**	3	10.15	296
Terminal 3 North (Satellite)	340	~~16.5*~~ *11**	7	10.15	690
Terminal 3.5 Headhouse	1,426	~~16.5*~~ *11**	29	10.15	2,857
Total			**1,263**	**10.15**	**124,434**

Source: CDM Smith, January 2017.
Notes:
Trips are round trips
*Staging related hauling, included in these calculations, is a*n* 11-mile round trip distance.

Abbreviations:
kg.– kilogram
CO_2 – carbon dioxide
MT – metric tons
Gal - gallons
BHS- Baggage Handling System

2. The third sentence under the heading Applicability to the Proposed Project on page 6-17 is hereby revised as follows:

In addition, Standard Control Measures ~~-~~ *(Mitigation Measure)* LAX-AQ-1 (Construction-Related Air Quality Control Measures) and *Mitigation Measure MM-AQ* (T2/T3)-1 (Preferential Use of Renewable Diesel Fuel), intended to reduce significant construction-related air quality impacts, are also applicable to fuel consumption of construction equipment and the reduction of reliance on fossil fuels.

3. The last sentence of the first paragraph on page 6-18 is hereby revised as follows:

It should be noted, however, that the proposed project's vehicle fuel use would be further reduced by implementation of *Standard Control Measure* (Mitigation Measure) LAX-AQ-1 (Construction-Related Air Quality Control Measures), and implementation of Mitigation Measure *MM-*AQ (T2/T3)-1 (Preferential Use of Renewable Diesel Fuel) would further reduce the proposed project's reliance on fossil fuels.

Chapter 7, List of Preparers, Parties to Whom Sent, List of References, NOP and Scoping Meeting Comments, and List of Acronyms

There are no corrections or additions associated with this chapter.

3.3 Corrections and Additions to Appendices to the Draft EIR

Appendix B, Air Quality, Greenhouse Gas, and Human Health Risk Assessment

1. Additional emissions analysis was performed to capture the emissions from shuttles transporting construction workers from the worker parking area to the project site. The following calculations are hereby added to the end Appendix B.1.1.

Appendix C. PCR Services Corporation, Archaeological and Paleontological Resources Assessment for the Proposed Landside Transportation Program at Los Angeles International Airport, City of Los Angeles, California, January 23, 2015

There are no corrections or additions associated with this appendix.

Appendix D, Construction Surface Transportation: Study Area Intersection and Construction Vehicle Haul Routes Analysis

Portions of Appendix D.2, Study Area Intersection Volumes, and Appendix D.3, Study Area Intersection Capacity Analysis, are hereby revised to include the revised passenger car equivalent (PCE) haul truck trips for the cumulative construction projects that are forecasted to be under construction concurrent with the proposed project (a total of nine (9) additional trips). TRAFFIX Reports that have been revised in Appendices D.2 and D.3 are designated by yellow highlighting in the Table of Contents of revised Appendices D.2 and D.3 provided at the end of this chapter.

Appendix E, Energy Conservation

There are no corrections or additions associated with this appendix.

Construction Emissions - with Mitigation								
		Year						
Pollutant		2017	2018	2019	2020	2021	2022	2023
CO2	MT/year	514	1,732	1,854	3,003	3,920	**4,775**	4,220
	Peak lbs/day	29,090	29,834	26,200	52,001	57,537	56,925	**58,891**
CO	Tons/year	2.0	6.5	7.2	8.6	8.9	**11.3**	9.5
	Peak lbs/day	100	97	92	129	**136**	128	127
ROG	Tons/year	0.1	0.4	1.4	**6.0**	1.6	3.9	3.8
	Peak lbs/day	7	7	44	**55**	18	39	49
NOX	Tons/year	1.5	4.8	3.5	4.7	**9.0**	7.6	6.6
	Peak lbs/day	82	82	38	89	**134**	91	75
SOX	Tons/year	0.01	0.03	0.03	0.04	0.05	**0.06**	0.05
	Peak lbs/day	0	0	0	1	**1**	1	1
PM10	Tons/year	0.7	2.3	1.4	1.6	**4.3**	3.6	1.9
	Peak lbs/day	42	44	16	34	**79**	57	22
PM2.5	Tons/year	0.4	1.2	0.6	0.6	**2.0**	1.2	0.7
	Peak lbs/day	22	23	7	14	**40**	22	8

Assumptions:

Annual Worker Shifts (2.2)
Peak Worker Shifts (3)
Annual Daily Workers (367)
Peak Daily Workers (500)
30 Workers per Shuttle
2.9 Mile Trips

Worker Shuttle Emissions								
		Year						
Pollutant		2017	2018	2019	2020	2021	2022	2023
CO2	MT/year	1	3	9	15	14	**21**	13
	Peak lbs/day	28	29	102	154	133	**188**	169
CO	Tons/year	0.0	0.0	0.0	0.0	0.0	**0.0**	0.0
	Peak lbs/day	0	0	0	0	0	**0**	0
ROG	Tons/year	0.0	0.0	0.0	0.0	0.0	**0.0**	0.0
	Peak lbs/day	0	0	0	0	0	**0**	0
NOX	Tons/year	0.0	0.0	0.0	0.1	0.1	**0.1**	0.1
	Peak lbs/day	0	0	0	1	1	**1**	1
SOX	Tons/year	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00
	Peak lbs/day	0	0	0	0	0	**0**	0
PM10	Tons/year	0.0	0.0	0.0	0.0	0.0	**0.0**	0.0
	Peak lbs/day	0	0	0	0	0	**0**	0
PM2.5	Tons/year	0.0	0.0	0.0	0.0	0.0	**0.0**	0.0
	Peak lbs/day	0	0	0	0	0	**0**	0

Percent of Total Emissions (Shuttle/Total)									
		Year							
Pollutant		2017	2018	2019	2020	2021	2022	2023	Effect on Peak Year
CO2	MT/year	0%	0%	1%	0%	0%	**0%**	0%	0%
	Peak lbs/day	0%	0%	0%	0%	0%	0%	**0%**	0%
CO	Tons/year	0%	0%	0%	0%	0%	**0%**	0%	0%
	Peak lbs/day	0%	0%	0%	0%	**0%**	0%	0%	0%
ROG	Tons/year	0%	0%	0%	**0%**	0%	0%	0%	0%
	Peak lbs/day	0%	0%	0%	**0%**	0%	0%	0%	0%
NOX	Tons/year	0%	0%	1%	1%	**1%**	1%	1%	1%
	Peak lbs/day	0%	0%	1%	1%	**0%**	1%	1%	0%
SOX	Tons/year	0%	0%	0%	0%	0%	**0%**	0%	0%
	Peak lbs/day	0%	0%	0%	0%	0%	0%	0%	0%
PM10	Tons/year	0%	0%	0%	0%	**0%**	0%	0%	0%
	Peak lbs/day	0%	0%	0%	0%	**0%**	0%	0%	0%
PM2.5	Tons/year	0%	0%	0%	0%	**0%**	0%	0%	0%
	Peak lbs/day	0%	0%	0%	0%	**0%**	0%	0%	0%

Appendix D.2
TERMINALS 2 AND 3 MODERNIZATION PROGRAM

Study Area Intersection Volumes

January 2017
(as revised June 2017)

Prepared for:

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

Prepared by:

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

Table of Contents

1. Intersection Volumes..... 1

TRAFFIX Intersection Volume Reports

Baseline (2016) AM Peak

Baseline (2016) PM Peak

2019 plus Other (Without Project) AM Peak

2019 plus Other (Without Project) PM Peak

Primary Lot 2019 plus Other plus T2/T3 (With Project) AM Peak

Primary Lot 2019 plus Other plus T2/T3 (With Project) PM Peak

Primary Lot Baseline (2016) plus T2/T3 AM Peak

Primary Lot Baseline (2016) plus T2/T3 PM Peak

Optional Lot 2019 plus Other plus T2/T3 (With Project) AM Peak

Optional Lot 2019 plus Other plus T2/T3 (With Project) PM Peak

Optional Lot Baseline (2016) plus T2/T3 AM Peak

Optional Lot Baseline (2016) plus T2/T3 PM Peak

Primary Lot 2019 plus Other plus T2/T3 (With Project) AM Peak – With Mitigation

Optional Lot 2019 plus Other plus T2/T3 (With Project) AM Peak – With Mitigation

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1. INTERSECTION VOLUMES

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

T2/T3 – Baseline (2016)

T2/T3 – 2019 Without Project

T2/T3 – 2019 With Project Primary Lot

T2/T3 – Baseline (2016) plus Project Primary Lot

T2/T3 – 2019 With Project Optional Lot

T2/T3 – Baseline (2016) plus Project Optional Lot

T2/T3 – 2019 With Project Primary Lot – With Mitigation

T2/T3 – 2019 With Project Optional Lot – With Mitigation

TRAFFIX Intersection Volume Report

```
 Adjusted Baseline 2016-AM Tue Dec 27, 2016 10:44:48                Page 1-1
--------------------------------------------------------------------------------
                                   T2/T3 EIR
--------------------------------------------------------------------------------
                                Scenario Report
Scenario:             Adjusted Baseline 2016-AM Peak

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

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Adjusted Baseline 2016-AM Tue Dec 27, 2016 10:44:48 Page 2-1

T2/T3 EIR

Intersection Volume Report
Base Volume Alternative

Node	Intersection	Northbound L	Northbound T	Northbound R	Southbound L	Southbound T	Southbound R	Eastbound L	Eastbound T	Eastbound R	Westbound L	Westbound T	Westbound R
1	AVIATION BLVD	548	568	63	55	332	173	123	939	231	57	1199	86
2	IMPERIAL HWY.	282	539	105	219	284	202	128	233	62	237	1012	736
3	AVIATION BLVD	31	1410	22	30	658	57	40	31	29	26	53	56
4	La CIENEGA BL	212	577	172	176	335	456	85	501	302	311	1673	846
5	CENTURY BLVD.	0	4381	0	0	1603	34	0	0	0	387	66	327
6	CENTURY BLVD.	1211	0	370	0	0	25	4	578	188	0	2065	7
7	IMPERIAL HWY.	73	13	78	39	43	9	33	414	188	363	1340	55
8	SEPULVEDA @ H	0	2975	1048	141	930	0	0	0	0	791	0	137
9	IMPERIAL HWY.	74	289	137	95	191	325	298	198	138	100	896	656
10	IMPERIAL HWY	478	1	569	0	0	4	0	854	212	516	1327	1
11	IMPERIAL HWY	0	1	3	742	0	86	196	322	1	8	381	1390
12	IMPERIAL HWY	104	1800	546	382	2188	10	245	216	65	210	235	436
13	IMPERIAL HWY	55	0	52	406	985	545	0	620	106	247	985	0
14	IMPERIAL HWY.	1049	0	349	0	0	0	0	284	343	106	1073	0
15	IMPERIAL HWY.	600	0	72	0	0	0	0	360	74	0	1453	543
16	La CIENEGA BL	0	1015	95	63	408	27	0	0	0	161	0	270
17	La CIENEGA BL	202	1122	0	0	435	105	43	0	52	0	0	0
18	La CIENEGA BL	0	1815	135	136	395	0	0	0	0	553	0	82
19	La CIENEGA BL	0	907	43	430	507	19	0	0	2	0	0	103
20	La CIENEGA BL	33	1227	155	71	426	0	4	0	28	192	0	77
21	SEPULVEDA BLV	45	1892	99	22	1285	43	72	147	75	322	178	31
22	SEPULVEDA BLV	1998	2181	0	0	1400	26	0	0	1112	0	0	0
23	SEPULVEDA BLV	74	1835	57	100	1039	82	111	252	81	54	638	389
24	WESTCHESTER P	0	1112	418	66	473	0	0	0	0	275	0	57
25	SEPULVEDA BLV	175	2095	24	133	1595	64	15	146	73	179	548	326
26	SEPULVEDA @ 7	66	2021	10	36	1296	207	733	75	77	40	112	365
27	SEPULVEDA BLV	139	2211	28	34	1210	187	168	92	146	45	205	122
28	SEPULVEDA BLV	39	2079	18	28	1247	35	71	65	43	24	122	150
29	La CIENEGA BL	374	954	11	12	453	83	19	0	76	6	0	13

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Adjusted Baseline 2016-PM Tue Dec 27, 2016 10:51:31                Page 1-1
-------------------------------------------------------------------------------
                                   T2/T3 EIR
-------------------------------------------------------------------------------
                                Scenario Report
Scenario:             Adjusted Baseline 2016-PM Peak

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

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Adjusted Baseline 2016-PM Tue Dec 27, 2016 10:51:32 Page 2-1

T2/T3 EIR

Intersection Volume Report
Base Volume Alternative

Node	Intersection	Northbound L	Northbound T	Northbound R	Southbound L	Southbound T	Southbound R	Eastbound L	Eastbound T	Eastbound R	Westbound L	Westbound T	Westbound R
1	AVIATION BLVD	467	543	127	108	505	145	146	2012	467	103	1241	150
2	IMPERIAL HWY.	140	373	241	380	594	127	231	1237	270	167	431	409
3	AVIATION BLVD	13	1004	33	37	1142	68	62	83	24	28	42	63
4	La CIENEGA BL	127	294	562	600	735	348	112	1270	483	90	812	217
5	CENTURY BLVD.	0	3537	0	0	2773	51	0	0	0	479	90	236
6	CENTURY BLVD.	667	0	347	0	0	40	24	1804	567	0	912	14
7	IMPERIAL HWY.	156	23	393	56	32	14	21	1543	151	123	572	34
8	SEPULVEDA @ H	0	1439	669	580	2543	0	0	0	0	637	0	105
9	IMPERIAL HWY.	64	203	695	397	388	245	229	1295	148	42	370	169
10	IMPERIAL HWY	230	0	450	4	1	1	0	1066	395	587	747	2
11	IMPERIAL HWY	0	3	7	914	0	207	153	433	0	1	425	572
12	IMPERIAL HWY	145	1810	1014	688	2412	16	235	368	172	159	340	394
13	IMPERIAL HWY	127	0	255	100	180	183	0	999	58	36	778	0
14	IMPERIAL HWY.	513	0	203	0	0	0	0	1592	490	140	628	0
15	IMPERIAL HWY.	169	0	291	0	0	0	0	2684	285	0	440	239
16	La CIENEGA BL	0	556	361	318	724	4	0	0	0	71	0	79
17	La CIENEGA BL	53	782	0	0	851	68	115	0	138	0	0	0
18	La CIENEGA BL	0	620	64	199	790	0	0	0	0	873	0	369
19	La CIENEGA BL	0	652	39	360	860	1	0	0	2	0	0	420
20	La CIENEGA BL	27	619	30	67	901	3	0	0	11	231	0	231
21	SEPULVEDA BLV	126	1278	227	118	1750	145	133	361	100	332	270	69
22	SEPULVEDA BLV	1558	2013	0	0	2116	42	0	0	1839	0	0	0
23	SEPULVEDA BLV	171	1356	120	351	1811	279	224	797	132	111	529	207
24	WESTCHESTER P	0	582	319	77	645	0	0	0	0	192	0	111
25	SEPULVEDA BLV	195	1618	76	218	2009	67	64	279	102	269	292	211
26	SEPULVEDA @ 7	66	1666	39	127	1411	332	192	39	54	23	48	36
27	SEPULVEDA BLV	88	1851	34	36	1453	189	116	60	86	29	49	31
28	SEPULVEDA BLV	53	1843	17	42	1497	53	48	43	28	9	30	27
29	La CIENEGA BL	121	579	12	47	788	53	90	3	271	7	1	11

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```
Future 2019 w/o Proj-AM Peak        Thu May 25, 2017 16:27:57                 Page 1-1
-------------------------------------------------------------------------------
                                      T2/T3
-------------------------------------------------------------------------------
                                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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Future 2019 w/o Proj-AM Peak Thu May 25, 2017 16:27:57 Page 3-1

T2/T3

Intersection Volume Report
Future Volume Alternative

Node	Intersection	Northbound L	Northbound T	Northbound R	Southbound L	Southbound T	Southbound R	Eastbound L	Eastbound T	Eastbound R	Westbound L	Westbound T	Westbound R
1	AVIATION BLVD	655	613	67	65	357	183	132	1017	289	61	1398	102
2	IMPERIAL HWY.	320	573	112	276	301	219	136	247	65	251	1244	864
3	AVIATION BLVD	33	1580	24	32	747	61	43	33	31	27	56	59
4	La CIENEGA BL	232	613	182	187	360	484	90	556	324	330	1903	898
5	CENTURY BLVD.	0	4910	0	0	1701	36	0	0	0	421	70	461
6	CENTURY BLVD.	1294	0	393	0	0	26	5	614	224	0	2309	7
7	IMPERIAL HWY.	80	14	83	42	45	10	34	439	200	385	1617	58
8	SEPULVEDA @ H	0	3157	1112	150	1049	0	0	0	0	1051	0	145
9	IMPERIAL HWY.	80	307	145	101	202	369	316	211	168	106	1018	703
10	IMPERIAL HWY	507	1	605	0	0	5	0	1078	225	547	1927	1
11	IMPERIAL HWY	0	1	4	960	0	92	208	341	1	8	404	1994
12	IMPERIAL HWY	129	1945	579	406	2322	11	262	230	69	222	297	617
13	IMPERIAL HWY	61	0	55	431	1046	578	0	658	113	262	1244	0
14	IMPERIAL HWY.	1273	0	370	0	0	0	0	323	386	113	1230	0
15	IMPERIAL HWY.	636	0	76	0	0	0	0	382	79	0	1616	576
16	La CIENEGA BL	0	1084	101	67	437	29	0	0	0	171	0	288
17	La CIENEGA BL	214	1198	0	0	466	112	45	0	55	0	0	0
18	La CIENEGA BL	0	1926	143	144	423	0	0	0	0	586	0	88
19	La CIENEGA BL	0	969	45	461	542	20	0	0	2	0	0	109
20	La CIENEGA BL	34	1310	164	75	456	0	5	0	30	223	0	82
21	SEPULVEDA BLV	48	2008	105	24	1636	45	76	156	80	342	194	33
22	SEPULVEDA BLV	2131	2679	0	0	1486	27	0	0	1180	0	0	0
23	SEPULVEDA BLV	79	1947	61	106	1376	87	118	268	86	57	677	413
24	WESTCHESTER P	0	1180	658	70	502	0	0	0	0	511	0	61
25	SEPULVEDA BLV	550	2223	25	144	1693	341	15	155	77	190	587	346
26	SEPULVEDA @ 7	70	2145	11	38	1648	220	778	80	82	43	119	388
27	SEPULVEDA BLV	148	2346	30	36	1557	199	178	98	155	48	218	130
28	SEPULVEDA BLV	42	2207	19	30	1596	37	75	69	45	25	130	159
29	La CIENEGA BL	397	1019	12	13	485	88	20	0	81	6	0	14

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```
Future 2019 w/o Proj-PM Peak        Thu May 25, 2017 16:31:11                Page 1-1
-------------------------------------------------------------------------------
                                      T2/T3
-------------------------------------------------------------------------------
                                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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Future 2019 w/o Proj-PM Peak Thu May 25, 2017 16:31:11 Page 3-1

T2/T3

Intersection Volume Report
Future Volume Alternative

Node	Intersection	Northbound L	-- T	-- R	Southbound L	-- T	-- R	Eastbound L	-- T	-- R	Westbound L	-- T	-- R
1	AVIATION BLVD	569	581	135	128	548	153	155	2392	540	110	1319	163
2	IMPERIAL HWY.	151	395	256	457	631	137	250	1485	307	177	463	507
3	AVIATION BLVD	14	1144	35	39	1268	72	66	89	26	30	45	67
4	La CIENEGA BL	135	312	596	637	781	369	119	1490	640	96	867	230
5	CENTURY BLVD.	0	3754	0	0	3424	54	0	0	0	511	96	250
6	CENTURY BLVD.	712	0	368	0	0	42	26	2032	626	0	970	15
7	IMPERIAL HWY.	165	25	417	59	34	15	22	1836	163	131	616	37
8	SEPULVEDA @ H	0	1589	927	616	2704	0	0	0	0	693	0	111
9	IMPERIAL HWY.	68	216	738	421	412	281	243	1427	180	45	419	179
10	IMPERIAL HWY	244	0	478	5	1	1	0	1629	420	623	1025	2
11	IMPERIAL HWY	0	4	7	1468	0	219	163	459	0	1	451	840
12	IMPERIAL HWY	157	1921	1076	891	2610	17	260	434	183	170	369	418
13	IMPERIAL HWY	135	0	270	106	191	195	0	1261	64	38	835	0
14	IMPERIAL HWY.	575	0	216	0	0	0	0	1765	672	149	714	0
15	IMPERIAL HWY.	179	0	309	0	0	0	0	2901	302	0	493	254
16	La CIENEGA BL	0	590	384	338	775	5	0	0	0	76	0	84
17	La CIENEGA BL	57	830	0	0	910	72	122	0	146	0	0	0
18	La CIENEGA BL	0	658	68	211	839	0	0	0	0	926	0	393
19	La CIENEGA BL	0	692	41	504	919	1	0	0	2	0	0	446
20	La CIENEGA BL	28	657	32	77	957	4	0	0	12	265	0	245
21	SEPULVEDA BLV	133	1598	241	125	1879	153	178	394	201	353	287	73
22	SEPULVEDA BLV	1653	2136	0	0	2698	45	0	0	1981	0	0	0
23	SEPULVEDA BLV	182	1717	127	373	1944	296	237	846	140	118	562	219
24	WESTCHESTER P	0	617	580	81	684	0	0	0	0	441	0	118
25	SEPULVEDA BLV	207	1717	80	231	2227	93	304	296	466	286	310	231
26	SEPULVEDA @ 7	70	2047	41	135	1520	353	204	41	58	25	51	38
27	SEPULVEDA BLV	93	2244	37	38	1564	201	123	64	91	31	52	33
28	SEPULVEDA BLV	57	2234	18	45	1610	57	51	46	30	9	32	28
29	La CIENEGA BL	129	615	13	50	844	57	96	4	288	7	1	12

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```
Future 2019 w/ Proj-AM Peak        Thu May 25, 2017 16:33:23                Page 1-1
-------------------------------------------------------------------------------
                             T2/T3 Primary Lot
-------------------------------------------------------------------------------
                               Scenario Report
Scenario:             Future 2019 w/ 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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```

Future 2019 w/ Proj-AM Peak Thu May 25, 2017 16:33:23 Page 3-1

T2/T3 Primary Lot

Intersection Volume Report
Future Volume Alternative

Node	Intersection	Northbound L	Northbound T	Northbound R	Southbound L	Southbound T	Southbound R	Eastbound L	Eastbound T	Eastbound R	Westbound L	Westbound T	Westbound R
1	AVIATION BLVD	655	613	67	65	357	183	134	1086	322	61	1398	102
2	IMPERIAL HWY.	320	573	112	306	304	219	136	260	65	251	1257	864
3	AVIATION BLVD	33	1580	24	32	780	61	43	33	31	27	56	59
4	La CIENEGA BL	232	613	182	187	360	484	91	590	357	330	1903	898
5	CENTURY BLVD.	0	4917	0	0	1706	36	0	0	0	451	82	470
6	CENTURY BLVD.	1294	0	393	0	0	26	5	618	254	0	2309	7
7	IMPERIAL HWY.	80	14	83	42	45	10	34	452	200	385	1630	58
8	SEPULVEDA @ H	0	3166	1114	150	1049	0	0	0	0	1051	0	145
9	IMPERIAL HWY.	80	307	145	105	202	388	334	218	168	106	1018	707
10	IMPERIAL HWY	507	1	605	0	0	5	0	1084	225	547	1933	1
11	IMPERIAL HWY	0	1	4	966	0	92	208	341	1	8	404	2000
12	IMPERIAL HWY	129	1945	579	407	2329	11	262	243	69	222	310	617
13	IMPERIAL HWY	61	0	55	431	1046	578	0	671	113	262	1257	0
14	IMPERIAL HWY.	1273	0	375	0	0	0	0	343	409	118	1243	0
15	IMPERIAL HWY.	640	0	76	0	0	0	0	389	83	0	1616	576
16	La CIENEGA BL	0	1084	101	67	437	29	0	0	0	171	0	288
17	La CIENEGA BL	214	1198	0	0	466	112	45	0	55	0	0	0
18	La CIENEGA BL	0	1927	143	144	423	0	0	0	0	586	0	88
19	La CIENEGA BL	0	969	45	493	542	20	0	0	2	0	0	109
20	La CIENEGA BL	56	1310	164	75	456	0	5	4	52	223	4	82
21	SEPULVEDA BLV	48	2017	105	24	1636	45	78	156	85	342	194	33
22	SEPULVEDA BLV	2131	2695	0	0	1491	27	0	0	1180	0	0	0
23	SEPULVEDA BLV	79	1957	61	106	1376	87	118	268	86	57	677	413
24	WESTCHESTER P	0	1180	664	70	502	0	0	0	0	517	0	61
25	SEPULVEDA BLV	557	2232	25	144	1698	341	15	155	77	190	587	346
26	SEPULVEDA @ 7	70	2155	11	38	1648	220	778	80	82	43	119	388
27	SEPULVEDA BLV	148	2356	30	36	1557	199	178	98	155	48	218	130
28	SEPULVEDA BLV	42	2217	19	30	1596	37	75	69	45	25	130	159
29	La CIENEGA BL	397	1019	12	13	485	88	20	0	81	6	0	14

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```
Future 2019 w/ Proj-PM Peak        Thu May 25, 2017 16:34:50                Page 1-1
-------------------------------------------------------------------------------
                              T2/T3 Primary Lot
-------------------------------------------------------------------------------
                               Scenario Report
Scenario:             Future 2019 w/ 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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Future 2019 w/ Proj-PM Peak Thu May 25, 2017 16:34:51 Page 3-1

T2/T3 Primary Lot

Intersection Volume Report
Future Volume Alternative

Node	Intersection	Northbound L	-- T	-- R	Southbound L	-- T	-- R	Eastbound L	-- T	-- R	Westbound L	-- T	-- R
1	AVIATION BLVD	569	581	135	128	548	153	155	2392	540	110	1319	163
2	IMPERIAL HWY.	151	395	256	457	631	137	250	1498	307	177	476	507
3	AVIATION BLVD	14	1144	35	39	1268	72	66	89	26	30	45	67
4	La CIENEGA BL	135	312	596	637	781	369	119	1490	640	96	867	230
5	CENTURY BLVD.	0	3761	0	0	3429	54	0	0	0	511	96	250
6	CENTURY BLVD.	712	0	368	0	0	42	26	2032	626	0	970	15
7	IMPERIAL HWY.	165	25	417	59	34	15	22	1849	163	131	629	37
8	SEPULVEDA @ H	0	1589	929	616	2704	0	0	0	0	693	0	111
9	IMPERIAL HWY.	68	216	738	425	412	300	262	1427	180	45	419	183
10	IMPERIAL HWY	244	0	478	5	1	1	0	1635	420	623	1031	2
11	IMPERIAL HWY	0	4	7	1474	0	219	163	459	0	1	451	846
12	IMPERIAL HWY	157	1921	1076	891	2610	17	260	447	183	170	382	418
13	IMPERIAL HWY	135	0	270	106	191	195	0	1274	64	38	848	0
14	IMPERIAL HWY.	575	0	221	0	0	0	0	1778	672	154	727	0
15	IMPERIAL HWY.	183	0	309	0	0	0	0	2901	306	0	493	254
16	La CIENEGA BL	0	590	384	338	775	5	0	0	0	76	0	84
17	La CIENEGA BL	57	830	0	0	910	72	122	0	146	0	0	0
18	La CIENEGA BL	0	658	68	211	839	0	0	0	0	926	0	393
19	La CIENEGA BL	0	692	41	504	919	1	0	0	2	0	0	446
20	La CIENEGA BL	50	657	32	77	957	4	0	4	34	265	4	245
21	SEPULVEDA BLV	133	1598	241	125	1879	153	180	394	206	353	287	73
22	SEPULVEDA BLV	1653	2143	0	0	2703	45	0	0	1981	0	0	0
23	SEPULVEDA BLV	182	1719	127	373	1944	296	237	846	140	118	562	219
24	WESTCHESTER P	0	617	586	81	684	0	0	0	0	447	0	118
25	SEPULVEDA BLV	214	1717	80	231	2232	93	304	296	466	286	310	231
26	SEPULVEDA @ 7	70	2049	41	135	1520	353	204	41	58	25	51	38
27	SEPULVEDA BLV	93	2246	37	38	1564	201	123	64	91	31	52	33
28	SEPULVEDA BLV	57	2236	18	45	1610	57	51	46	30	9	32	28
29	La CIENEGA BL	129	615	13	50	844	57	96	4	288	7	1	12

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Adjusted Baseline 2016 plus Proj AM Thu Jan 5, 2017 15:23:26                  Page 1-1
--------------------------------------------------------------------------------
                              T2/T3 Primary Lot
--------------------------------------------------------------------------------
                               Scenario Report
Scenario:             Adjusted Baseline 2016 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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Adjusted Baseline 2016 plus Proj AM Thu Jan 5, 2017 15:23:27 Page 3-1

T2/T3 Primary Lot

Intersection Volume Report
Future Volume Alternative

Node	Intersection	Northbound L	Northbound T	Northbound R	Southbound L	Southbound T	Southbound R	Eastbound L	Eastbound T	Eastbound R	Westbound L	Westbound T	Westbound R
1	AVIATION BLVD	548	568	63	55	332	173	125	1019	269	57	1199	86
2	IMPERIAL HWY.	282	539	105	254	287	202	128	248	62	237	1027	736
3	AVIATION BLVD	31	1410	22	30	696	57	40	31	29	26	53	56
4	La CIENEGA BL	212	577	172	176	335	456	87	541	340	311	1673	846
5	CENTURY BLVD.	0	4381	0	0	1603	34	0	0	0	423	78	337
6	CENTURY BLVD.	1211	0	370	0	0	25	4	583	223	0	2065	7
7	IMPERIAL HWY.	73	13	78	39	43	9	33	429	188	363	1355	55
8	SEPULVEDA @ H	0	2985	1048	141	930	0	0	0	0	791	0	137
9	IMPERIAL HWY.	74	289	137	100	191	346	319	206	138	100	896	661
10	IMPERIAL HWY	478	1	569	0	0	4	0	869	212	516	1342	1
11	IMPERIAL HWY	0	1	3	757	0	86	196	322	1	8	381	1405
12	IMPERIAL HWY	104	1800	546	383	2196	10	245	231	65	210	250	436
13	IMPERIAL HWY	55	0	52	406	985	545	0	635	106	247	1000	0
14	IMPERIAL HWY.	1049	0	355	0	0	0	0	307	369	112	1088	0
15	IMPERIAL HWY.	605	0	72	0	0	0	0	368	79	0	1453	543
16	La CIENEGA BL	0	1015	95	63	408	27	0	0	0	161	0	270
17	La CIENEGA BL	202	1122	0	0	435	105	43	0	52	0	0	0
18	La CIENEGA BL	0	1817	135	136	395	0	0	0	0	553	0	82
19	La CIENEGA BL	0	907	43	468	507	19	0	0	2	0	0	103
20	La CIENEGA BL	59	1227	155	71	426	0	4	4	54	192	4	77
21	SEPULVEDA BLV	45	1902	99	22	1285	43	72	147	75	322	178	31
22	SEPULVEDA BLV	1998	2191	0	0	1400	26	0	0	1112	0	0	0
23	SEPULVEDA BLV	74	1845	57	100	1039	82	111	252	81	54	638	389
24	WESTCHESTER P	0	1112	433	66	473	0	0	0	0	290	0	57
25	SEPULVEDA BLV	175	2105	24	133	1595	64	15	146	73	179	548	326
26	SEPULVEDA @ 7	66	2031	10	36	1296	207	733	75	77	40	112	365
27	SEPULVEDA BLV	139	2221	28	34	1210	187	168	92	146	45	205	122
28	SEPULVEDA BLV	39	2089	18	28	1247	35	71	65	43	24	122	150
29	La CIENEGA BL	374	954	11	12	453	83	19	0	76	6	0	13

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```
Adjusted Baseline 2016 plus Proj PM Thu Jan 5, 2017 15:24:43                  Page 1-1
------------------------------------------------------------------------------
                              T2/T3 Primary Lot
------------------------------------------------------------------------------
                               Scenario Report
Scenario:             Adjusted Baseline 2016 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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```

Adjusted Baseline 2016 plus Proj PM Thu Jan 5, 2017 15:24:44 Page 3-1

T2/T3 Primary Lot

Intersection Volume Report
Future Volume Alternative

Node	Intersection	Northbound L	-- T	-- R	Southbound L	-- T	-- R	Eastbound L	-- T	-- R	Westbound L	-- T	-- R
1	AVIATION BLVD	467	543	127	108	505	145	146	2012	467	103	1241	150
2	IMPERIAL HWY.	140	373	241	380	594	127	231	1252	270	167	446	409
3	AVIATION BLVD	13	1004	33	37	1142	68	62	83	24	28	42	63
4	La CIENEGA BL	127	294	562	600	735	348	112	1270	483	90	812	217
5	CENTURY BLVD.	0	3537	0	0	2773	51	0	0	0	479	90	236
6	CENTURY BLVD.	667	0	347	0	0	40	24	1804	567	0	912	14
7	IMPERIAL HWY.	156	23	393	56	32	14	21	1558	151	123	587	34
8	SEPULVEDA @ H	0	1439	669	580	2543	0	0	0	0	637	0	105
9	IMPERIAL HWY.	64	203	695	402	388	266	250	1295	148	42	370	174
10	IMPERIAL HWY	230	0	450	4	1	1	0	1081	395	587	762	2
11	IMPERIAL HWY	0	3	7	929	0	207	153	433	0	1	425	587
12	IMPERIAL HWY	145	1810	1014	688	2412	16	235	383	172	159	355	394
13	IMPERIAL HWY	127	0	255	100	180	183	0	1014	58	36	793	0
14	IMPERIAL HWY.	513	0	209	0	0	0	0	1607	490	146	643	0
15	IMPERIAL HWY.	174	0	291	0	0	0	0	2684	290	0	440	239
16	La CIENEGA BL	0	556	361	318	724	4	0	0	0	71	0	79
17	La CIENEGA BL	53	782	0	0	851	68	115	0	138	0	0	0
18	La CIENEGA BL	0	620	64	199	790	0	0	0	0	873	0	369
19	La CIENEGA BL	0	652	39	360	860	1	0	0	2	0	0	420
20	La CIENEGA BL	53	619	30	67	901	3	0	4	37	231	4	231
21	SEPULVEDA BLV	126	1278	227	118	1750	145	133	361	100	332	270	69
22	SEPULVEDA BLV	1558	2013	0	0	2116	42	0	0	1839	0	0	0
23	SEPULVEDA BLV	171	1356	120	351	1811	279	224	797	132	111	529	207
24	WESTCHESTER P	0	582	334	77	645	0	0	0	0	207	0	111
25	SEPULVEDA BLV	195	1618	76	218	2009	67	64	279	102	269	292	211
26	SEPULVEDA @ 7	66	1666	39	127	1411	332	192	39	54	23	48	36
27	SEPULVEDA BLV	88	1851	34	36	1453	189	116	60	86	29	49	31
28	SEPULVEDA BLV	53	1843	17	42	1497	53	48	43	28	9	30	27
29	La CIENEGA BL	121	579	12	47	788	53	90	3	271	7	1	11

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```
Future 2019 w/ Proj-AM Peak        Thu May 25, 2017 16:43:18                Page 1-1
-------------------------------------------------------------------------------
                             T2/T3 Optional Lot
-------------------------------------------------------------------------------
                               Scenario Report
Scenario:             Future 2019 w/ 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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Future 2019 w/ Proj-AM Peak Thu May 25, 2017 16:43:19 Page 3-1

T2/T3 Optional Lot

Intersection Volume Report
Future Volume Alternative

Node	Intersection	Northbound L	Northbound T	Northbound R	Southbound L	Southbound T	Southbound R	Eastbound L	Eastbound T	Eastbound R	Westbound L	Westbound T	Westbound R
1	AVIATION BLVD	655	613	67	65	357	183	134	1086	322	61	1398	102
2	IMPERIAL HWY.	320	573	112	306	304	219	136	247	65	251	1244	864
3	AVIATION BLVD	33	1580	24	32	780	61	43	33	31	27	56	59
4	La CIENEGA BL	232	613	182	187	360	484	91	590	357	330	1903	898
5	CENTURY BLVD.	0	4910	0	0	1701	36	0	0	0	451	82	470
6	CENTURY BLVD.	1294	0	393	0	0	26	5	618	254	0	2309	7
7	IMPERIAL HWY.	80	14	83	42	45	10	34	439	200	385	1617	58
8	SEPULVEDA @ H	0	3166	1112	150	1049	0	0	0	0	1051	0	145
9	IMPERIAL HWY.	80	307	145	101	202	369	316	218	168	106	1018	703
10	IMPERIAL HWY	507	1	605	0	0	5	0	1087	225	547	1936	1
11	IMPERIAL HWY	0	1	4	969	0	92	208	341	1	8	404	2003
12	IMPERIAL HWY	129	1945	579	407	2329	11	262	230	69	222	297	617
13	IMPERIAL HWY	61	0	55	431	1046	578	0	658	113	262	1244	0
14	IMPERIAL HWY.	1273	0	370	0	0	0	0	330	409	113	1230	0
15	IMPERIAL HWY.	636	0	76	0	0	0	0	389	79	0	1616	576
16	La CIENEGA BL	0	1084	101	67	437	29	0	0	0	171	0	288
17	La CIENEGA BL	214	1198	0	0	466	112	45	0	55	0	0	0
18	La CIENEGA BL	0	1927	143	144	423	0	0	0	0	586	0	88
19	La CIENEGA BL	0	969	45	493	542	20	0	0	2	0	0	109
20	La CIENEGA BL	34	1310	164	75	456	0	5	0	30	223	0	82
21	SEPULVEDA BLV	48	2017	105	24	1636	45	76	156	80	342	194	33
22	SEPULVEDA BLV	2131	2688	0	0	1486	27	0	0	1180	0	0	0
23	SEPULVEDA BLV	79	1956	61	106	1376	87	118	268	86	57	677	413
24	WESTCHESTER P	0	1180	667	70	502	0	0	0	0	520	0	61
25	SEPULVEDA BLV	550	2232	25	144	1693	341	15	155	77	190	587	346
26	SEPULVEDA @ 7	70	2154	11	38	1648	220	778	80	82	43	119	388
27	SEPULVEDA BLV	148	2355	30	36	1557	199	178	98	155	48	218	130
28	SEPULVEDA BLV	42	2216	19	30	1596	37	75	69	45	25	130	159
29	La CIENEGA BL	397	1019	12	13	485	88	20	0	81	6	0	14

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```
Future 2019 w/ Proj-PM Peak        Thu May 25, 2017 16:44:50                Page 1-1
-------------------------------------------------------------------------------
                            T2/T3 Optional Lot
-------------------------------------------------------------------------------
                               Scenario Report
Scenario:             Future 2019 w/ 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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```

Future 2019 w/ Proj-PM Peak Thu May 25, 2017 16:44:50 Page 3-1

T2/T3 Optional Lot

Intersection Volume Report
Future Volume Alternative

Node	Intersection	Northbound L	-- T	-- R	Southbound L	-- T	-- R	Eastbound L	-- T	-- R	Westbound L	-- T	-- R
1	AVIATION BLVD	569	581	135	128	548	153	155	2392	540	110	1319	163
2	IMPERIAL HWY.	151	395	256	457	631	137	250	1485	307	177	463	507
3	AVIATION BLVD	14	1144	35	39	1268	72	66	89	26	30	45	67
4	La CIENEGA BL	135	312	596	637	781	369	119	1490	640	96	867	230
5	CENTURY BLVD.	0	3754	0	0	3424	54	0	0	0	511	96	250
6	CENTURY BLVD.	712	0	368	0	0	42	26	2032	626	0	970	15
7	IMPERIAL HWY.	165	25	417	59	34	15	22	1836	163	131	616	37
8	SEPULVEDA @ H	0	1589	927	616	2704	0	0	0	0	693	0	111
9	IMPERIAL HWY.	68	216	738	421	412	281	243	1427	180	45	419	179
10	IMPERIAL HWY	244	0	478	5	1	1	0	1638	420	623	1034	2
11	IMPERIAL HWY	0	4	7	1477	0	219	163	459	0	1	451	849
12	IMPERIAL HWY	157	1921	1076	891	2610	17	260	434	183	170	369	418
13	IMPERIAL HWY	135	0	270	106	191	195	0	1261	64	38	835	0
14	IMPERIAL HWY.	575	0	216	0	0	0	0	1765	672	149	714	0
15	IMPERIAL HWY.	179	0	309	0	0	0	0	2901	302	0	493	254
16	La CIENEGA BL	0	590	384	338	775	5	0	0	0	76	0	84
17	La CIENEGA BL	57	830	0	0	910	72	122	0	146	0	0	0
18	La CIENEGA BL	0	658	68	211	839	0	0	0	0	926	0	393
19	La CIENEGA BL	0	692	41	504	919	1	0	0	2	0	0	446
20	La CIENEGA BL	28	657	32	77	957	4	0	0	12	265	0	245
21	SEPULVEDA BLV	133	1598	241	125	1879	153	178	394	201	353	287	73
22	SEPULVEDA BLV	1653	2136	0	0	2698	45	0	0	1981	0	0	0
23	SEPULVEDA BLV	182	1717	127	373	1944	296	237	846	140	118	562	219
24	WESTCHESTER P	0	617	589	81	684	0	0	0	0	450	0	118
25	SEPULVEDA BLV	207	1717	80	231	2227	93	304	296	466	286	310	231
26	SEPULVEDA @ 7	70	2047	41	135	1520	353	204	41	58	25	51	38
27	SEPULVEDA BLV	93	2244	37	38	1564	201	123	64	91	31	52	33
28	SEPULVEDA BLV	57	2234	18	45	1610	57	51	46	30	9	32	28
29	La CIENEGA BL	129	615	13	50	844	57	96	4	288	7	1	12

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```
Adjusted Baseline 2016 plus Proj AM Thu Jan 5, 2017 14:45:58                  Page 1-1
--------------------------------------------------------------------------------
                             T2/T3 Optional Lot
--------------------------------------------------------------------------------
                               Scenario Report
Scenario:             Adjusted Baseline 2016 plus Proj AM-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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```

Adjusted Baseline 2016 plus Proj AM Thu Jan 5, 2017 14:45:58 Page 3-1

T2/T3 Optional Lot

Intersection Volume Report
Future Volume Alternative

Node	Intersection	Northbound L	T	R	Southbound L	T	R	Eastbound L	T	R	Westbound L	T	R
1	AVIATION BLVD	548	568	63	55	332	173	125	1019	269	57	1199	86
2	IMPERIAL HWY.	282	539	105	254	287	202	128	233	62	237	1012	736
3	AVIATION BLVD	31	1410	22	30	696	57	40	31	29	26	53	56
4	La CIENEGA BL	212	577	172	176	335	456	87	541	340	311	1673	846
5	CENTURY BLVD.	0	4381	0	0	1603	34	0	0	0	423	78	337
6	CENTURY BLVD.	1211	0	370	0	0	25	4	583	223	0	2065	7
7	IMPERIAL HWY.	73	13	78	39	43	9	33	414	188	363	1340	55
8	SEPULVEDA @ H	0	2985	1048	141	930	0	0	0	0	791	0	137
9	IMPERIAL HWY.	74	289	137	95	191	325	298	206	138	100	896	656
10	IMPERIAL HWY	478	1	569	0	0	4	0	869	212	516	1342	1
11	IMPERIAL HWY	0	1	3	757	0	86	196	322	1	8	381	1405
12	IMPERIAL HWY	104	1800	546	383	2196	10	245	216	65	210	235	436
13	IMPERIAL HWY	55	0	52	406	985	545	0	620	106	247	985	0
14	IMPERIAL HWY.	1049	0	349	0	0	0	0	292	369	106	1073	0
15	IMPERIAL HWY.	600	0	72	0	0	0	0	368	74	0	1453	543
16	La CIENEGA BL	0	1015	95	63	408	27	0	0	0	161	0	270
17	La CIENEGA BL	202	1122	0	0	435	105	43	0	52	0	0	0
18	La CIENEGA BL	0	1817	135	136	395	0	0	0	0	553	0	82
19	La CIENEGA BL	0	907	43	468	507	19	0	0	2	0	0	103
20	La CIENEGA BL	33	1227	155	71	426	0	4	0	28	192	0	77
21	SEPULVEDA BLV	45	1902	99	22	1285	43	72	147	75	322	178	31
22	SEPULVEDA BLV	1998	2191	0	0	1400	26	0	0	1112	0	0	0
23	SEPULVEDA BLV	74	1845	57	100	1039	82	111	252	81	54	638	389
24	WESTCHESTER P	0	1112	433	66	473	0	0	0	0	290	0	57
25	SEPULVEDA BLV	175	2105	24	133	1595	64	15	146	73	179	548	326
26	SEPULVEDA @ 7	66	2031	10	36	1296	207	733	75	77	40	112	365
27	SEPULVEDA BLV	139	2221	28	34	1210	187	168	92	146	45	205	122
28	SEPULVEDA BLV	39	2089	18	28	1247	35	71	65	43	24	122	150
29	La CIENEGA BL	374	954	11	12	453	83	19	0	76	6	0	13

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```
Adjusted Baseline 2016 plus Proj PM Thu Jan 5, 2017 14:49:28                 Page 1-1
------------------------------------------------------------------------------
                            T2/T3 Optional Lot
------------------------------------------------------------------------------
                              Scenario Report
Scenario:             Adjusted Baseline 2016 plus Proj PM  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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Adjusted Baseline 2016 plus Proj PM Thu Jan 5, 2017 14:49:28 Page 3-1

T2/T3 Optional Lot

Intersection Volume Report
Future Volume Alternative

Node	Intersection	Northbound L	T	R	Southbound L	T	R	Eastbound L	T	R	Westbound L	T	R
1	AVIATION BLVD	467	543	127	108	505	145	146	2012	467	103	1241	150
2	IMPERIAL HWY.	140	373	241	380	594	127	231	1237	270	167	431	409
3	AVIATION BLVD	13	1004	33	37	1142	68	62	83	24	28	42	63
4	La CIENEGA BL	127	294	562	600	735	348	112	1270	483	90	812	217
5	CENTURY BLVD.	0	3537	0	0	2773	51	0	0	0	479	90	236
6	CENTURY BLVD.	667	0	347	0	0	40	24	1804	567	0	912	14
7	IMPERIAL HWY.	156	23	393	56	32	14	21	1543	151	123	572	34
8	SEPULVEDA @ H	0	1439	669	580	2543	0	0	0	0	637	0	105
9	IMPERIAL HWY.	64	203	695	397	388	245	229	1295	148	42	370	169
10	IMPERIAL HWY	230	0	450	4	1	1	0	1081	395	587	762	2
11	IMPERIAL HWY	0	3	7	929	0	207	153	433	0	1	425	587
12	IMPERIAL HWY	145	1810	1014	688	2412	16	235	368	172	159	340	394
13	IMPERIAL HWY	127	0	255	100	180	183	0	999	58	36	778	0
14	IMPERIAL HWY.	513	0	203	0	0	0	0	1592	490	140	628	0
15	IMPERIAL HWY.	169	0	291	0	0	0	0	2684	285	0	440	239
16	La CIENEGA BL	0	556	361	318	724	4	0	0	0	71	0	79
17	La CIENEGA BL	53	782	0	0	851	68	115	0	138	0	0	0
18	La CIENEGA BL	0	620	64	199	790	0	0	0	0	873	0	369
19	La CIENEGA BL	0	652	39	360	860	1	0	0	2	0	0	420
20	La CIENEGA BL	27	619	30	67	901	3	0	0	11	231	0	231
21	SEPULVEDA BLV	126	1278	227	118	1750	145	133	361	100	332	270	69
22	SEPULVEDA BLV	1558	2013	0	0	2116	42	0	0	1839	0	0	0
23	SEPULVEDA BLV	171	1356	120	351	1811	279	224	797	132	111	529	207
24	WESTCHESTER P	0	582	334	77	645	0	0	0	0	207	0	111
25	SEPULVEDA BLV	195	1618	76	218	2009	67	64	279	102	269	292	211
26	SEPULVEDA @ 7	66	1666	39	127	1411	332	192	39	54	23	48	36
27	SEPULVEDA BLV	88	1851	34	36	1453	189	116	60	86	29	49	31
28	SEPULVEDA BLV	53	1843	17	42	1497	53	48	43	28	9	30	27
29	La CIENEGA BL	121	579	12	47	788	53	90	3	271	7	1	11

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```
Future 2019 w/ Proj w/ Mitigation-AM Peak        Thu May 25, 2017 16:36:21          Page 1-1
-------------------------------------------------------------------------------
                              T2/T3 Primary Lot
-------------------------------------------------------------------------------
                               Scenario Report
Scenario:             Future 2019 w/ Proj w/ Mitigation-AM Peak

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

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Future 2019 w/ Proj w/ Mitigation-AM Peak Thu May 25, 2017 16:36:22 Page 3-1

T2/T3 Primary Lot

Intersection Volume Report
Future Volume Alternative

Node	Intersection	Northbound L	Northbound T	Northbound R	Southbound L	Southbound T	Southbound R	Eastbound L	Eastbound T	Eastbound R	Westbound L	Westbound T	Westbound R
1	AVIATION BLVD	655	613	67	65	357	183	134	1086	340	61	1398	102
2	IMPERIAL HWY.	320	573	112	324	304	219	136	260	65	251	1257	864
3	AVIATION BLVD	33	1580	24	32	798	61	43	33	31	27	56	59
4	La CIENEGA BL	232	613	182	187	360	484	91	590	357	330	1903	898
5	CENTURY BLVD.	0	4917	0	0	1706	36	0	0	0	432	82	470
6	CENTURY BLVD.	1294	0	393	0	0	26	5	618	254	0	2309	7
7	IMPERIAL HWY.	80	14	83	42	45	10	34	452	200	385	1630	58
8	SEPULVEDA @ H	0	3166	1114	150	1049	0	0	0	0	1051	0	145
9	IMPERIAL HWY.	80	307	145	105	202	388	334	218	168	106	1018	707
10	IMPERIAL HWY	507	1	605	0	0	5	0	1084	225	547	1933	1
11	IMPERIAL HWY	0	1	4	966	0	92	208	341	1	8	404	2000
12	IMPERIAL HWY	129	1945	579	407	2329	11	262	243	69	222	310	617
13	IMPERIAL HWY	61	0	55	431	1046	578	0	671	113	262	1257	0
14	IMPERIAL HWY.	1273	0	375	0	0	0	0	343	427	118	1243	0
15	IMPERIAL HWY.	640	0	76	0	0	0	0	389	83	0	1616	576
16	La CIENEGA BL	0	1084	101	67	437	29	0	0	0	171	0	288
17	La CIENEGA BL	214	1198	0	0	466	112	45	0	55	0	0	0
18	La CIENEGA BL	0	1927	143	144	423	0	0	0	0	586	0	88
19	La CIENEGA BL	0	969	45	493	542	20	0	0	2	0	0	109
20	La CIENEGA BL	56	1310	164	75	456	0	5	4	52	223	4	82
21	SEPULVEDA BLV	48	2017	105	24	1636	45	78	156	85	342	194	33
22	SEPULVEDA BLV	2131	2695	0	0	1491	27	0	0	1180	0	0	0
23	SEPULVEDA BLV	79	1957	61	106	1376	87	118	268	86	57	677	413
24	WESTCHESTER P	0	1180	664	70	502	0	0	0	0	517	0	61
25	SEPULVEDA BLV	557	2232	25	144	1698	341	15	155	77	190	587	346
26	SEPULVEDA @ 7	70	2155	11	38	1648	220	778	80	82	43	119	388
27	SEPULVEDA BLV	148	2356	30	36	1557	199	178	98	155	48	218	130
28	SEPULVEDA BLV	42	2217	19	30	1596	37	75	69	45	25	130	159
29	La CIENEGA BL	397	1019	12	13	485	88	20	0	81	6	0	14

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Future 2019 w/ Proj w/ Mitigation-AM Peak        Thu May 25, 2017 16:46:38          Page 1-1
-------------------------------------------------------------------------------
                            T2/T3 Optional Lot
-------------------------------------------------------------------------------
                              Scenario Report
Scenario:             Future 2019 w/ Proj w/ Mitigation-AM Peak

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

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Future 2019 w/ Proj w/ Mitigation-AM Peak Thu May 25, 2017 16:46:38 Page 3-1

T2/T3 Optional Lot

Intersection Volume Report
Future Volume Alternative

Node	Intersection	Northbound L	Northbound T	Northbound R	Southbound L	Southbound T	Southbound R	Eastbound L	Eastbound T	Eastbound R	Westbound L	Westbound T	Westbound R
1	AVIATION BLVD	655	613	67	65	357	183	134	1086	340	61	1398	102
2	IMPERIAL HWY.	320	573	112	324	304	219	136	247	65	251	1244	864
3	AVIATION BLVD	33	1580	24	32	798	61	43	33	31	27	56	59
4	La CIENEGA BL	232	613	182	187	360	484	91	590	357	330	1903	898
5	CENTURY BLVD.	0	4910	0	0	1701	36	0	0	0	433	82	470
6	CENTURY BLVD.	1294	0	393	0	0	26	5	618	254	0	2309	7
7	IMPERIAL HWY.	80	14	83	42	45	10	34	439	200	385	1617	58
8	SEPULVEDA @ H	0	3166	1112	150	1049	0	0	0	0	1051	0	145
9	IMPERIAL HWY.	80	307	145	101	202	369	316	218	168	106	1018	703
10	IMPERIAL HWY	507	1	605	0	0	5	0	1087	225	547	1936	1
11	IMPERIAL HWY	0	1	4	969	0	92	208	341	1	8	404	2003
12	IMPERIAL HWY	129	1945	579	407	2329	11	262	230	69	222	297	617
13	IMPERIAL HWY	61	0	55	431	1046	578	0	658	113	262	1244	0
14	IMPERIAL HWY.	1273	0	370	0	0	0	0	330	427	113	1230	0
15	IMPERIAL HWY.	636	0	76	0	0	0	0	389	79	0	1616	576
16	La CIENEGA BL	0	1084	101	67	437	29	0	0	0	171	0	288
17	La CIENEGA BL	214	1198	0	0	466	112	45	0	55	0	0	0
18	La CIENEGA BL	0	1927	143	144	423	0	0	0	0	586	0	88
19	La CIENEGA BL	0	969	45	493	542	20	0	0	2	0	0	109
20	La CIENEGA BL	34	1310	164	75	456	0	5	0	30	223	0	82
21	SEPULVEDA BLV	48	2017	105	24	1636	45	76	156	80	342	194	33
22	SEPULVEDA BLV	2131	2688	0	0	1486	27	0	0	1180	0	0	0
23	SEPULVEDA BLV	79	1956	61	106	1376	87	118	268	86	57	677	413
24	WESTCHESTER P	0	1180	667	70	502	0	0	0	0	520	0	61
25	SEPULVEDA BLV	550	2232	25	144	1693	341	15	155	77	190	587	346
26	SEPULVEDA @ 7	70	2154	11	38	1648	220	778	80	82	43	119	388
27	SEPULVEDA BLV	148	2355	30	36	1557	199	178	98	155	48	218	130
28	SEPULVEDA BLV	42	2216	19	30	1596	37	75	69	45	25	130	159
29	La CIENEGA BL	397	1019	12	13	485	88	20	0	81	6	0	14

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Appendix D.3
TERMINALS 2 AND 3 MODERNIZATION PROJECT

Study Area Intersection Capacity Analysis

January 2017
(as revised June 2017)

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. Capacity Analysis Results 1

TRAFFIX Analysis Reports

Baseline (2016) AM Peak

Baseline (2016) PM Peak

2019 plus Other (Without Project) AM Peak

2019 plus Other (Without Project) PM Peak

Primary 2019 plus Other plus T2/T3 (With Project) AM Peak

Primary 2019 plus Other plus T2/T3 (With Project) PM Peak

Primary Baseline (2016) plus T2/T3 AM Peak

Primary Baseline (2016) plus T2/T3 PM Peak

Optional 2019 plus Other plus T2/T3 (With Project) AM Peak

Optional 2019 plus Other plus T2/T3 (With Project) PM Peak

Optional Baseline (2016) plus T2/T3 AM Peak

Optional Baseline (2016) plus T2/T3 PM Peak

Primary 2019 plus Other plus T2/T3 (With Project) AM Peak – With Mitigation

Optional 2019 plus Other plus T2/T3 (With Project) AM Peak – With Mitigation

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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 With and Without Project (2016) and the Cumulative Traffic With and Without Project (2019), at both the Primary and Optional Construction Staging Areas (including the V/C and level of service results before and after Mitigation).

TRAFFIX Analysis Reports

```
Adjusted Baseline 2016-AM Tue Dec 27, 2016 11:43:43                Page 1-1
-------------------------------------------------------------------------------
                                  T2/T3 EIR
-------------------------------------------------------------------------------
                               Scenario Report
Scenario:             Adjusted Baseline 2016-AM Peak

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

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```
Adjusted Baseline 2016-AM Tue Dec 27, 2016 11:43:44                 Page 4-1
------------------------------------------------------------------------------
                                T2/T3 EIR
------------------------------------------------------------------------------
                     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):        0.668
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     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:     548  568    63    55  332   173   123  939   231    57 1199    86
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  548  568    63    55  332   173   123  939   231    57 1199    86
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   548  568    63    55  332   173   123  939   231    57 1199    86
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  548  568    63    55  332   173   123  939   231    57 1199    86
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   603  568    63    61  332   173   123  939   231    57 1199    86
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 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 2475   275  2750 2750  1375  1375 4414  1086  1375 5132   368
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.22 0.23  0.23  0.02 0.12  0.13  0.09 0.21  0.21  0.04 0.23  0.23
Crit Vol:     301                      173   123                    321
Crit Moves:  ****                     ****  ****                   ****
******************************************************************************

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```

```
Adjusted Baseline 2016-AM Tue Dec 27, 2016 11:43:44                Page 5-1
------------------------------------------------------------------------------
                                T2/T3 EIR
------------------------------------------------------------------------------
                     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):        0.782
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      105                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:     282  539   105   219  284   202   128  233    62   237 1012   736
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  282  539   105   219  284   202   128  233    62   237 1012   736
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   282  539   105   219  284   202   128  233    62   237 1012   736
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  282  539   105   219  284   202   128  233    62   237 1012   736
PCE Adj:     1.00 1.00  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.:   310  539   105   241  284   222   141  233    62   261 1012   736
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 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 3258   867  2750 4125  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.11 0.20  0.08  0.09 0.12  0.12  0.05 0.07  0.07  0.09 0.25  0.54
Crit Vol:          270            0                70                        736
Crit Moves:       ****          ****              ****                      ****
******************************************************************************
```

```
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```
Adjusted Baseline 2016-AM Tue Dec 27, 2016 11:43:44                 Page 6-1
------------------------------------------------------------------------------
                                T2/T3 EIR
------------------------------------------------------------------------------
                    Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #19 AVIATION BLVD. @ 111TH
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.610
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       58               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  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:      31 1410    22    30  658    57    40   31    29    26   53    56
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   31 1410    22    30  658    57    40   31    29    26   53    56
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    31 1410    22    30  658    57    40   31    29    26   53    56
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   31 1410    22    30  658    57    40   31    29    26   53    56
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:    31 1410    22    30  658    57    40   31    29    26   53    56
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  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 2708    42  1375 2531   219  1375  710   665  1375 1375  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.52  0.52  0.02 0.26  0.26  0.03 0.04  0.04  0.02 0.04  0.04
Crit Vol:          716          30               40                   53
Crit Moves:       ****         ****             ****                 ****
******************************************************************************
```

```
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```

```
Adjusted Baseline 2016-AM Tue Dec 27, 2016 11:43:44                Page 7-1
------------------------------------------------------------------------------
                                T2/T3 EIR
------------------------------------------------------------------------------
                    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):        0.887
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
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:     212  577   172   176  335   456    85  501   302   311 1673   846
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  212  577   172   176  335   456    85  501   302   311 1673   846
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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  577   172   176  335   456    85  501   302   311 1673   846
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  212  577   172   176  335   456    85  501   302   311 1673   846
PCE Adj:     1.00 1.00  1.00  1.00 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  577   189   176  335   502    85  501   302   311 1673   846
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  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 0.21  0.07  0.13 0.12  0.18  0.06 0.12  0.22  0.23 0.41  0.62
Crit Vol:          289           0              85                        846
Crit Moves:       ****         ****            ****                      ****
******************************************************************************
```

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```
Adjusted Baseline 2016-AM Tue Dec 27, 2016 11:43:44                Page 8-1
------------------------------------------------------------------------------
                                T2/T3 EIR
------------------------------------------------------------------------------
                    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):        0.894
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      136               Level Of Service:                  D
******************************************************************************
Street Name:         SEPULVEDA BLVD.                  CENTURY BLVD.
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:           Ignore           Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  4  0  1    0  0  4  0  1    0  0  0  0  0    1  1  0  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0 4381     0     0 1603    34     0    0     0   387   66   327
Growth Adj:  1.00 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 4381     0     0 1603    34     0    0     0   387   66   327
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 4381     0     0 1603    34     0    0     0   387   66   327
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0 4381     0     0 1603    34     0    0     0   387   66   327
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 4381     0     0 1603    34     0    0     0   426   66   360
------------|---------------||---------------||---------------||---------------|
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  2597  403  3000
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.73  0.00  0.00 0.27  0.02  0.00 0.00  0.00  0.16 0.16  0.12
Crit Vol:         1095           0                    0          246
Crit Moves:       ****        ****                              ****
******************************************************************************
```

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```
Adjusted Baseline 2016-AM Tue Dec 27, 2016 11:43:44                Page 9-1
-------------------------------------------------------------------------------
                                  T2/T3 EIR
-------------------------------------------------------------------------------
                     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):        0.924
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
------------|---------------||---------------||---------------||---------------|
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:    1211    0   370     0    0    25     4  578   188     0 2065     7
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse: 1211    0   370     0    0    25     4  578   188     0 2065     7
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:  1211    0   370     0    0    25     4  578   188     0 2065     7
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol: 1211    0   370     0    0    25     4  578   188     0 2065     7
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.10  1.00 1.00  1.00
Final Vol.:  1332    0   370     0    0    25     4  578   207     0 2065     7
------------|---------------||---------------||---------------||---------------|
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 4419  1581     0 4485    15
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.44 0.00  0.25  0.00 0.00  0.02  0.00 0.13  0.13  0.00 0.46  0.46
Crit Vol:     666                      25     4                    691
Crit Moves:  ****                     ****  ****                 ****
*******************************************************************************
```

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                                T2/T3 EIR
------------------------------------------------------------------------------
                    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):         0.463
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       42               Level Of Service:                    A
******************************************************************************
Street Name:          DOUGLAS STREET                  IMPERIAL HWY.
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1  0  2    1  0  1! 0  1    1  0  2  1  0    2  0  2  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:      73   13    78    39   43     9    33  414   188   363 1340    55
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   73   13    78    39   43     9    33  414   188   363 1340    55
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    73   13    78    39   43     9    33  414   188   363 1340    55
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   73   13    78    39   43     9    33  414   188   363 1340    55
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.10  1.10 1.00  1.10  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:    73   13    86    43   43    10    33  414   188   399 1340    55
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  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  1.34 0.66  1.00  1.00 2.06  0.94  2.00 2.88  0.12
Final Sat.:  1375 1375  2750  1847  903  1375  1375 2837  1288  2750 3962   163
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.05 0.01  0.03  0.02 0.05  0.01  0.02 0.15  0.15  0.15 0.34  0.34
Crit Vol:      73                  65          33                  465
Crit Moves:  ****                ****        ****                ****
******************************************************************************
```

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                                  T2/T3 EIR
------------------------------------------------------------------------------
                     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):        0.741
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       56                Level Of Service:                  C
******************************************************************************
Street Name:       Sepulveda Boulevard               H. Hughes Parkway
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted        Permitted        Permitted
Rights:            Ignore           Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  4  0  1    2  0  3  0  0    0  0  0  0  0    3  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0 2975  1048   141  930     0     0    0     0   791    0   137
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0 2975  1048   141  930     0     0    0     0   791    0   137
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 2975     0   141  930     0     0    0     0   791    0   137
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0 2975     0   141  930     0     0    0     0   791    0   137
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 2975     0   155  930     0     0    0     0   870    0   137
------------|---------------||---------------||---------------||---------------|
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 0.50  0.00  0.05 0.21  0.00  0.00 0.00  0.00  0.19 0.00  0.09
Crit Vol:          744          78                      0          290
Crit Moves:       ****         ****                               ****
******************************************************************************
```

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                                  T2/T3 EIR
-------------------------------------------------------------------------------
                     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):         0.544
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
Lanes:        2  0  1  1  1    2  0  1  1  1    2  0  3  0  2    2  0  3  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:      74  289   137    95  191   325   298  198   138   100  896   656
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   74  289   137    95  191   325   298  198   138   100  896   656
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    74  289   137    95  191   325   298  198   138   100  896   656
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   74  289   137    95  191   325   298  198   138   100  896   656
PCE Adj:     1.00 1.00  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.:    81  289   151   104  191   358   328  198   152   110  896   722
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 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 2711  1414  2750 1436  2689  2750 4125  2750  2750 4125  2750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.11  0.11  0.04 0.13  0.13  0.12 0.05  0.06  0.04 0.22  0.26
Crit Vol:      41                 183          164                        361
Crit Moves:  ****                ****         ****                       ****
*******************************************************************************

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                                T2/T3 EIR
------------------------------------------------------------------------------
                     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):        0.686
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       59                Level Of Service:                 B
******************************************************************************
Street Name:           MAIN STREET                      IMPERIAL HWY
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase        Permitted       Protected
Rights:           Ignore           Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  1  0  0  1    0  0  0  0  1    1  0  2  0  1    2  0  2  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:     478    1   569     0    0     4     0  854   212   516 1327     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:  478    1   569     0    0     4     0  854   212   516 1327     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:   478    1     0     0    0     4     0  854   212   516 1327     1
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  478    1     0     0    0     4     0  854   212   516 1327     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.:   526    1     0     0    0     4     0  854   212   568 1327     1
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.99 0.01  1.00  0.00 0.00  1.00  1.00 2.00  1.00  2.00 2.00  1.00
Final Sat.:  2845    5  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 0.30  0.15  0.20 0.47  0.00
Crit Vol:     263                      4         427          284
Crit Moves:  ****                    ****       ****        ****
******************************************************************************
```

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                                T2/T3 EIR
------------------------------------------------------------------------------
                     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):        0.499
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       37               Level Of Service:                  A
******************************************************************************
Street Name:    PERSHING DR./HYPERION DWY.              IMPERIAL HWY
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|--------------||--------------||--------------||--------------|
Control:       Split Phase      Split Phase       Protected         Permitted
Rights:           Include          Include          Include           Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  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   742    0    86   196  322     1     8  381  1390
Growth Adj:  1.00 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   742    0    86   196  322     1     8  381  1390
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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   742    0    86   196  322     1     8  381  1390
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0    1     3   742    0    86   196  322     1     8  381  1390
PCE Adj:     1.00 1.00  1.00  1.00 1.00  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   816    0    86   216  322     1     8  381  1529
------------|--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 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  0.29 0.00  0.06  0.08 0.11  0.11  0.01 0.13  0.54
Crit Vol:           4          408              108                   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):        1.004
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:     104 1800   546   382 2188    10   245  216    65   210  235   436
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  104 1800   546   382 2188    10   245  216    65   210  235   436
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   104 1800   546   382 2188    10   245  216    65   210  235   436
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  104 1800   546   382 2188    10   245  216    65   210  235   436
PCE Adj:     1.00 1.00  1.00  1.00 1.00  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.:   104 1800   546   420 2188    10   270  216    65   231  235   436
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  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:     0.08 0.44  0.40  0.15 0.40  0.40  0.10 0.05  0.05  0.08 0.06  0.32
Crit Vol:          600         210              135                       436
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):        0.684
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       59               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:      55    0    52   406  985   545     0  620   106   247  985     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:   55    0    52   406  985   545     0  620   106   247  985     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    55    0    52   406  985   545     0  620   106   247  985     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   55    0    52   406  985   545     0  620   106   247  985     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.10  1.10 1.00  1.10  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:    55    0    57   447  985   600     0  620   106   272  985     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 3651   624  2850 4275     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.00  0.02  0.31 0.38  0.36  0.00 0.17  0.17  0.10 0.23  0.00
Crit Vol:      55                  542             242          136
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):        0.881
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      156                Level Of Service:                 D
*******************************************************************************
Street Name:             / 105 RAMP                      IMPERIAL HWY.
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Permitted       Protected
Rights:            Ovl              Ovl             Include         Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  0  0  2    0  0  0  0  0    0  0  2  1  1    2  0  2  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:    1049    0   349     0    0     0     0  284   343   106 1073     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: 1049    0   349     0    0     0     0  284   343   106 1073     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:  1049    0   349     0    0     0     0  284   343   106 1073     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol: 1049    0   349     0    0     0     0  284   343   106 1073     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.:  1154    0   384     0    0     0     0  284   377   117 1073     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 0.00  2.00  0.00 0.00  0.00  0.00 2.00  2.00  2.00 2.00  0.00
Final Sat.:  2850    0  2850     0    0     0     0 2850  2850  2850 2850     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.40 0.00  0.13  0.00 0.00  0.00  0.00 0.10  0.13  0.04 0.38  0.00
Crit Vol:     577                    0              142              537
Crit Moves:  ****                                 ****             ****
*******************************************************************************
```

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                                T2/T3 EIR
------------------------------------------------------------------------------
                    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):        0.597
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       46               Level Of Service:                  A
******************************************************************************
Street Name:          405 NORTH RAMP                    IMPERIAL HWY
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Permitted        Permitted
Rights:           Include          Include          Ignore           Ignore
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1! 0  0    0  0  0  0  0    0  0  2  1  1    0  0  2  1  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:     600    0    72     0    0     0     0  360    74     0 1453   543
Growth Adj:  1.00 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    72     0    0     0     0  360    74     0 1453   543
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:   600    0    72     0    0     0     0  360     0     0 1453     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  600    0    72     0    0     0     0  360     0     0 1453     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.:   660    0    72     0    0     0     0  360     0     0 1453     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:     0.26 0.00  0.26  0.00 0.00  0.00  0.00 0.08  0.00  0.00 0.34  0.00
Crit Vol:     366                    0           0                   484
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):        0.623
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       49                Level Of Service:                 B
*******************************************************************************
Street Name:         La CIENEGA BLVD.                    LENNOX BLVD
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted      Permit+Prot      Split Phase      Split Phase
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  1  1  0    1  0  2  1  0    0  0  0  0  0    1  1  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:       0 1015    95    63  408    27     0    0     0   161    0   270
Growth Adj:  1.00 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 1015    95    63  408    27     0    0     0   161    0   270
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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 1015    95    63  408    27     0    0     0   161    0   270
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0 1015    95    63  408    27     0    0     0   161    0   270
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  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 1015    95    63  408    27     0    0     0   177    0   270
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 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 2606   244  1425 4010   265     0    0     0  2850    0  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.39  0.39  0.04 0.10  0.10  0.00 0.00  0.00  0.06 0.00  0.19
Crit Vol:          555          63                     0                    270
Crit Moves:       ****         ****                                       ****
*******************************************************************************
```

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                                  T2/T3 EIR
-------------------------------------------------------------------------------
                     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):         0.430
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       33               Level Of Service:                    A
*******************************************************************************
Street Name:         La CIENEGA BLVD.                  / 111TH STREET
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted      Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  0  0    0  0  2  1  0    2  0  0  0  1    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:     202 1122     0     0  435   105    43    0    52     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  202 1122     0     0  435   105    43    0    52     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   202 1122     0     0  435   105    43    0    52     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  202 1122     0     0  435   105    43    0    52     0    0     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00
Final Vol.:   202 1122     0     0  435   105    47    0    52     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.00  0.00  0.00 2.42  0.58  2.00 0.00  1.00  0.00 0.00  0.00
Final Sat.:  1425 2850     0     0 3444   831  2850    0  1425     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.14 0.39  0.00  0.00 0.13  0.13  0.02 0.00  0.04  0.00 0.00  0.00
Crit Vol:          561           0                           52           0
Crit Moves:       ****         ****                        ****
*******************************************************************************

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                                  T2/T3 EIR
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                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
*******************************************************************************
Intersection #96 La CIENEGA BLVD. @ 405 S/B RAPM
*******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.974
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180                Level Of Service:                 E
*******************************************************************************
Street Name:         La CIENEGA BLVD.                    405 N/B RAPM
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted      Split Phase      Split Phase
Rights:             Ovl              Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  1  1  1    1  0  2  0  0    0  0  0  0  0    1  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:       0 1815   135   136  395     0     0    0     0   553    0    82
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0 1815   135   136  395     0     0    0     0   553    0    82
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0 1815   135   136  395     0     0    0     0   553    0    82
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0 1815   135   136  395     0     0    0     0   553    0    82
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.10  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     0 1815   149   136  395     0     0    0     0   608    0    82
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 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  2511    0   339
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.64  0.10  0.10 0.14  0.00  0.00 0.00  0.00  0.24 0.00  0.24
Crit Vol:          907          136                      0          345
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):         0.519
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       47               Level Of Service:                    A
*******************************************************************************
Street Name:         La CIENEGA BLVD.                   405 S/B RAMP
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include          Include           Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  1  1  0    2  0  1  1  0    0  0  0  0  1    0  0  0  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  907    43   430  507    19     0    0     2     0    0   103
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  907    43   430  507    19     0    0     2     0    0   103
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  907    43   430  507    19     0    0     2     0    0   103
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  907    43   430  507    19     0    0     2     0    0   103
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.10
Final Vol.:     0  907    43   473  507    19     0    0     2     0    0   113
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 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 2626   124  2750 2651    99     0    0  1375     0    0  2750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.35  0.35  0.17 0.19  0.19  0.00 0.00  0.00  0.00 0.00  0.04
Crit Vol:          475         236                            2          0
Crit Moves:       ****        ****                         ****       ****
*******************************************************************************
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                                T2/T3 EIR
------------------------------------------------------------------------------
                     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):        0.577
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
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:      33 1227   155    71  426     0     4    0    28   192    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:   33 1227   155    71  426     0     4    0    28   192    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:    33 1227   155    71  426     0     4    0    28   192    0    77
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   33 1227   155    71  426     0     4    0    28   192    0    77
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:    33 1227   155    71  426     0     4    0    28   211    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:       1.00 2.00  1.00  1.00 3.00  0.00  0.12 0.00  0.88  2.00 0.00  1.00
Final Sat.:  1425 2850  1425  1425 4275     0   178    0  1247  2850    0  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.43  0.11  0.05 0.10  0.00  0.02 0.00  0.02  0.07 0.00  0.05
Crit Vol:          614           71                          32   106
Crit Moves:       ****         ****                        ****  ****
******************************************************************************

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                                  T2/T3 EIR
-------------------------------------------------------------------------------
                     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):        0.762
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       96               Level Of Service:                  C
*******************************************************************************
Street Name:       Sepulveda Boulevard              La Tijera Boulevard
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit      Prot+Permit      Prot+Permit      Prot+Permit
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    1  0  3  0  1    1  0  2  0  1    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      45 1892    99    22 1285    43    72  147    75   322  178    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:   45 1892    99    22 1285    43    72  147    75   322  178    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:    45 1892    99    22 1285    43    72  147    75   322  178    31
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   45 1892    99    22 1285    43    72  147    75   322  178    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  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:    45 1892    99    22 1285    43    72  147    75   322  178    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 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 2342   408
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.46  0.07  0.02 0.31  0.03  0.05 0.05  0.05  0.23 0.08  0.08
Crit Vol:          631          22                   74          322
Crit Moves:       ****         ****                 ****         ****
*******************************************************************************
```

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                                  T2/T3 EIR
-------------------------------------------------------------------------------
                     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):        0.850
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      124                Level Of Service:                 D
*******************************************************************************
Street Name:       SEPULVEDA BOULEVARD               LINCOLN BOULEVARD
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected         Permitted         Permitted         Permitted
Rights:           Include           Include           Include           Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        4  0  2  1  0    0  0  3  1  0    0  0  0  0  4    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:    1998 2181     0     0 1400    26     0    0  1112     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: 1998 2181     0     0 1400    26     0    0  1112     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:  1998 2181     0     0 1400    26     0    0  1112     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol: 1998 2181     0     0 1400    26     0    0  1112     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.:  2198 2181     0     0 1400    26     0    0  1223     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 5596   104     0    0  5700     0 1425     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.39 0.51  0.00  0.00 0.25  0.25  0.00 0.00  0.21  0.00 0.00  0.00
Crit Vol:     549                357                306      0
Crit Moves:  ****                ****                ****
*******************************************************************************


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                                  T2/T3 EIR
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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):        0.935
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180               Level Of Service:                 E
*******************************************************************************
Street Name:       Sepulveda Boulevard              Manchester Avenue
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit      Prot+Permit      Protected       Prot+Permit
Rights:            Ovl              Ovl              Ovl             Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    1  0  3  0  1    2  0  2  0  1    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      74 1835    57   100 1039    82   111  252    81    54  638   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:   74 1835    57   100 1039    82   111  252    81    54  638   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:    74 1835    57   100 1039    82   111  252    81    54  638   389
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   74 1835    57   100 1039    82   111  252    81    54  638   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  1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00
Final Vol.:    74 1835    57   100 1039    82   122  252    81    54  638   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  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 0.44  0.04  0.07 0.25  0.06  0.04 0.09  0.06  0.04 0.37  0.37
Crit Vol:          612         100               61                   514
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):        0.543
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       41                Level Of Service:                 A
*******************************************************************************
Street Name:          Pershing Drive                 Westchester Parkway
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted       Protected         Permitted        Permitted
Rights:             Include         Include           Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  2  0  1    1  0  2  0  0    0  0  0  0  0    2  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0 1112   418    66  473     0     0    0     0   275    0    57
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0 1112   418    66  473     0     0    0     0   275    0    57
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0 1112   418    66  473     0     0    0     0   275    0    57
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0 1112   418    66  473     0     0    0     0   275    0    57
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     0 1112   418    66  473     0     0    0     0   303    0    57
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       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 0.39  0.29  0.05 0.17  0.00  0.00 0.00  0.00  0.11 0.00  0.04
Crit Vol:          556           66                      0          151
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):        0.933
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180               Level Of Service:                 E
*******************************************************************************
Street Name:       Sepulveda Boulevard             Westchester Parkway
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit      Prot+Permit      Prot+Permit      Prot+Permit
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    1  0  3  0  1    1  0  1  1  0    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     175 2095    24   133 1595    64    15  146    73   179  548   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:  175 2095    24   133 1595    64    15  146    73   179  548   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:   175 2095    24   133 1595    64    15  146    73   179  548   326
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  175 2095    24   133 1595    64    15  146    73   179  548   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  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   175 2095    24   133 1595    64    15  146    73   179  548   326
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  1.00  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:     0.13 0.51  0.02  0.10 0.39  0.05  0.01 0.08  0.08  0.13 0.32  0.32
Crit Vol:          698         133               15                   437
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):        0.985
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180                Level Of Service:                 E
*******************************************************************************
Street Name:       Sepulveda Boulevard                 76th/77th Street
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted        Permitted        Permitted
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    1  0  3  0  1    2  0  1  0  1    1  0  1  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      66 2021    10    36 1296   207   733   75    77    40  112   365
Growth Adj:  1.00 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 2021    10    36 1296   207   733   75    77    40  112   365
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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 2021    10    36 1296   207   733   75    77    40  112   365
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   66 2021    10    36 1296   207   733   75    77    40  112   365
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  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 2021    10    36 1296   207   806   75    77    40  112   365
------------|---------------||---------------||---------------||---------------|
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 0.45  0.01  0.02 0.29  0.14  0.27 0.05  0.05  0.03 0.07  0.24
Crit Vol:          674           36                403                       365
Crit Moves:       ****          ****              ****                      ****
*******************************************************************************

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                                  T2/T3 EIR
-------------------------------------------------------------------------------
                     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):        0.850
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       96               Level Of Service:                  D
*******************************************************************************
Street Name:       Sepulveda Boulevard               79th/80th Street
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  1  0    1  0  3  0  1    1  0  1  0  1    1  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     139 2211    28    34 1210   187   168   92   146    45  205   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:  139 2211    28    34 1210   187   168   92   146    45  205   122
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   139 2211    28    34 1210   187   168   92   146    45  205   122
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  139 2211    28    34 1210   187   168   92   146    45  205   122
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   139 2211    28    34 1210   187   168   92   146    45  205   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:       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 0.50  0.50  0.02 0.27  0.12  0.11 0.06  0.10  0.03 0.22  0.22
Crit Vol:          746          34              168                   327
Crit Moves:       ****         ****            ****                  ****
*******************************************************************************
```

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```

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-------------------------------------------------------------------------------
                                  T2/T3 EIR
-------------------------------------------------------------------------------
                     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):        0.713
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       50                Level Of Service:                 C
*******************************************************************************
Street Name:       Sepulveda Boulevard                  83rd Street
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted        Permitted        Permitted
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  1  0    1  0  2  1  0    0  0  1! 0  0    1  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      39 2079    18    28 1247    35    71   65    43    24  122   150
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   39 2079    18    28 1247    35    71   65    43    24  122   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:    39 2079    18    28 1247    35    71   65    43    24  122   150
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   39 2079    18    28 1247    35    71   65    43    24  122   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:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:    39 2079    18    28 1247    35    71   65    43    24  122   150
------------|---------------||---------------||---------------||---------------|
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 4461    39  1500 4377   123   595  545   360  1500  673   827
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.47  0.47  0.02 0.28  0.28  0.12 0.12  0.12  0.02 0.18  0.18
Crit Vol:          699          28               71                   272
Crit Moves:       ****         ****             ****                 ****
*******************************************************************************
```

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-------------------------------------------------------------------------------
                                T2/T3 EIR
-------------------------------------------------------------------------------
                    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):         0.445
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       34               Level Of Service:                    A
*******************************************************************************
Street Name:         La CIENEGA BLVD.                  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:     374  954    11    12  453    83    19    0    76     6    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:  374  954    11    12  453    83    19    0    76     6    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:   374  954    11    12  453    83    19    0    76     6    0    13
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  374  954    11    12  453    83    19    0    76     6    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.:   374  954    11    12  453    83    19    0    76     6    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  0.32 0.00  0.68
Final Sat.:  1425 2818    32  1425 3613   662  1425 1425  1425   450    0   975
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.26 0.34  0.34  0.01 0.13  0.13  0.01 0.00  0.05  0.01 0.00  0.01
Crit Vol:     374                179                    76     6
Crit Moves:  ****                ****                 ****  ****
*******************************************************************************
```

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------------------------------------------------------------------------------
                                  T2/T3 EIR
------------------------------------------------------------------------------
                               Scenario Report
Scenario:             Adjusted Baseline 2016-PM Peak

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

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Adjusted Baseline 2016-PM Tue Dec 27, 2016 11:45:41                Page 4-1
-------------------------------------------------------------------------------
                                T2/T3 EIR
-------------------------------------------------------------------------------
                     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):        0.896
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180                Level Of Service:                  D
*******************************************************************************
Street Name:          AVIATION BLVD.                    CENTURY BLVD.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  1  1  0    2  0  2  0  1    1  0  3  1  0    1  0  3  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     467  543   127   108  505   145   146 2012   467   103 1241   150
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  467  543   127   108  505   145   146 2012   467   103 1241   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:   467  543   127   108  505   145   146 2012   467   103 1241   150
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  467  543   127   108  505   145   146 2012   467   103 1241   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.:   514  543   127   119  505   145   146 2012   467   103 1241   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 3.25  0.75  1.00 3.57  0.43
Final Sat.:  2750 2229   521  2750 2750  1375  1375 4464  1036  1375 4907   593
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.19 0.24  0.24  0.04 0.18  0.11  0.11 0.45  0.45  0.07 0.25  0.25
Crit Vol:     257              253              620              103
Crit Moves:  ****             ****             ****             ****
*******************************************************************************

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-------------------------------------------------------------------------------
                                  T2/T3 EIR
-------------------------------------------------------------------------------
                     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):        0.720
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       81                Level Of Service:                 C
*******************************************************************************
Street Name:            AVIATION BL.                    IMPERIAL HWY.
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:            Ovl              Ovl            Include           Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  2  0  1    2  0  1  1  1    2  0  2  1  0    2  0  3  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     140  373   241   380  594   127   231 1237   270   167  431   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:  140  373   241   380  594   127   231 1237   270   167  431   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:   140  373   241   380  594   127   231 1237   270   167  431   409
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  140  373   241   380  594   127   231 1237   270   167  431   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:     1.10 1.00  1.00  1.10 1.00  1.10  1.10 1.00  1.00  1.10 1.00  1.00
Final Vol.:   154  373   241   418  594   140   254 1237   270   184  431   409
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 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 3386   739  2750 4125  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.06 0.14  0.18  0.15 0.22  0.10  0.09 0.37  0.37  0.07 0.10  0.30
Crit Vol:          187          209                  502           92
Crit Moves:       ****         ****                 ****         ****
*******************************************************************************
```

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-------------------------------------------------------------------------------
                                T2/T3 EIR
-------------------------------------------------------------------------------
                    Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
*******************************************************************************
Intersection #19 AVIATION BLVD. @ 111TH
*******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.548
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       50               Level Of Service:                  A
*******************************************************************************
Street Name:          AVIATION BLVD.                    111TH STREET
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:            Ovl              Include          Include          Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1  1  0    1  0  1  1  0    1  0  0  1  0    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      13 1004    33    37 1142    68    62   83    24    28   42    63
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   13 1004    33    37 1142    68    62   83    24    28   42    63
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    13 1004    33    37 1142    68    62   83    24    28   42    63
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   13 1004    33    37 1142    68    62   83    24    28   42    63
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:    13 1004    33    37 1142    68    62   83    24    28   42    63
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.94  0.06  1.00 1.89  0.11  1.00 0.78  0.22  1.00 1.00  1.00
Final Sat.:  1375 2662    88  1375 2595   155  1375 1067   308  1375 1375  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.38  0.38  0.03 0.44  0.44  0.05 0.08  0.08  0.02 0.03  0.05
Crit Vol:      13                605              107              28
Crit Moves:  ****                ****             ****             ****
*******************************************************************************
```

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------------------------------------------------------------------------------
                                  T2/T3 EIR
------------------------------------------------------------------------------
                     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):        0.969
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180                Level Of Service:                 E
******************************************************************************
Street Name:          La CIENEGA BLVD.                   CENTURY BLVD.
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit      Prot+Permit      Prot+Permit      Prot+Permit
Rights:            Ovl              Ovl              Ovl              Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  0  2    1  0  2  0  2    1  0  3  0  1    1  0  3  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     127  294   562   600  735   348   112 1270   483    90  812   217
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  127  294   562   600  735   348   112 1270   483    90  812   217
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   127  294   562   600  735   348   112 1270   483    90  812   217
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  127  294   562   600  735   348   112 1270   483    90  812   217
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.10  1.00 1.00  1.10  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   127  294   618   600  735   383   112 1270   483    90  812   217
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  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 4340  1160
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.09 0.11  0.22  0.44 0.27  0.14  0.08 0.31  0.35  0.07 0.19  0.19
Crit Vol:                309   600                423           0
Crit Moves:             ****  ****               ****         ****
******************************************************************************
```

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-------------------------------------------------------------------------------
                                T2/T3 EIR
-------------------------------------------------------------------------------
                    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):        0.795
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       70               Level Of Service:                  C
*******************************************************************************
Street Name:         SEPULVEDA BLVD.                  CENTURY BLVD.
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:           Ignore           Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  4  0  1    0  0  4  0  1    0  0  0  0  0    1  1  0  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0 3537     0     0 2773    51     0    0     0   479   90   236
Growth Adj:  1.00 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 3537     0     0 2773    51     0    0     0   479   90   236
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 3537     0     0 2773    51     0    0     0   479   90   236
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0 3537     0     0 2773    51     0    0     0   479   90   236
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 3537     0     0 2773    51     0    0     0   527   90   260
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 4.00  1.00  0.00 4.00  1.00  0.00 0.00  0.00  1.71 0.29  2.00
Final Sat.:     0 6000  1500     0 6000  1500     0    0     0  2562  438  3000
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.59  0.00  0.00 0.46  0.03  0.00 0.00  0.00  0.21 0.21  0.09
Crit Vol:          884           0                    0          308
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):        0.676
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       44                Level Of Service:                 B
*******************************************************************************
Street Name:         405 NORTH OFF RAMP                  CENTURY BLVD
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted        Permitted        Permitted
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  0  0  1    0  0  0  0  1    1  0  2  1  1    0  0  2  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 4 Aug 2004 << Employee PM
Base Vol:      667    0   347     0    0    40    24 1804   567     0  912    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:   667    0   347     0    0    40    24 1804   567     0  912    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:    667    0   347     0    0    40    24 1804   567     0  912    14
Reduct Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   667    0   347     0    0    40    24 1804   567     0  912    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.:    734    0   347     0    0    40    24 1804   624     0  912    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 2.97  1.03  0.00 2.95  0.05
Final Sat.:   3000    0  1500     0    0  1500  1500 4459  1541     0 4432    68
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:      0.24 0.00  0.23  0.00 0.00  0.03  0.02 0.40  0.40  0.00 0.21  0.21
Crit Vol:      367                        40        607           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):         0.693
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       74               Level Of Service:                    B
*******************************************************************************
Street Name:          DOUGLAS STREET                  IMPERIAL HWY.
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1  0  2    1  0  1! 0  1    1  0  2  1  0    2  0  2  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     156   23   393    56   32    14    21 1543   151   123  572    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:  156   23   393    56   32    14    21 1543   151   123  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:   156   23   393    56   32    14    21 1543   151   123  572    34
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  156   23   393    56   32    14    21 1543   151   123  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.:   156   23   432    62   32    15    21 1543   151   135  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  1.70 0.30  1.00  1.00 2.73  0.27  2.00 2.83  0.17
Final Sat.:  1375 1375  2750  2331  419  1375  1375 3757   368  2750 3894   231
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.11 0.02  0.16  0.03 0.08  0.01  0.02 0.41  0.41  0.05 0.15  0.15
Crit Vol:                216        105              565          68
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):        0.721
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       52                Level Of Service:                 C
*******************************************************************************
Street Name:       Sepulveda Boulevard                H. Hughes Parkway
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted        Permitted        Permitted
Rights:            Ignore           Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  4  0  1    2  0  3  0  0    0  0  0  0  0    3  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0 1439   669   580 2543     0     0    0     0   637    0   105
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0 1439   669   580 2543     0     0    0     0   637    0   105
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 1439     0   580 2543     0     0    0     0   637    0   105
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0 1439     0   580 2543     0     0    0     0   637    0   105
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 1439     0   638 2543     0     0    0     0   701    0   105
------------|---------------||---------------||---------------||---------------|
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 0.24  0.00  0.21 0.57  0.00  0.00 0.00  0.00  0.16 0.00  0.07
Crit Vol:       0                 848                 0          234
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):        0.768
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       98               Level Of Service:                  C
*******************************************************************************
Street Name:         La CIENEGA BLVD.                 IMPERIAL HWY.
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  1  1  1    2  0  1  1  1    2  0  3  0  2    2  0  3  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      64  203   695   397  388   245   229 1295   148    42  370   169
Growth Adj:  1.00 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  203   695   397  388   245   229 1295   148    42  370   169
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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  203   695   397  388   245   229 1295   148    42  370   169
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   64  203   695   397  388   245   229 1295   148    42  370   169
PCE Adj:     1.00 1.00  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.:    70  203   765   437  388   270   252 1295   163    46  370   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:       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 2434  1691  2750 4125  2750  2750 4125  2750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.15  0.28  0.16 0.16  0.16  0.09 0.31  0.06  0.02 0.09  0.07
Crit Vol:               382   218                 432          23
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):        0.694
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       61                Level Of Service:                 B
*******************************************************************************
Street Name:            MAIN STREET                      IMPERIAL HWY
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase        Permitted       Protected
Rights:           Ignore           Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  1  0  0  1    0  0  1! 0  0    1  0  2  0  1    2  0  2  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     230    0   450     4    1     1     0 1066   395   587  747     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:  230    0   450     4    1     1     0 1066   395   587  747     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:   230    0     0     4    1     1     0 1066   395   587  747     2
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  230    0     0     4    1     1     0 1066   395   587  747     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.:   253    0     0     4    1     1     0 1066   395   646  747     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 0.37  0.28  0.23 0.26  0.00
Crit Vol:     127                    6              533          323
Crit Moves:  ****                 ****            ****         ****
*******************************************************************************

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            Circular 212 Planning Method (Base Volume Alternative)
*******************************************************************************
Intersection #69 IMPERIAL HWY @ PERSHING DR.
*******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.568
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       43               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  0    1  0  2  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    3     7   914    0   207   153  433     0     1  425   572
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    3     7   914    0   207   153  433     0     1  425   572
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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     7   914    0   207   153  433     0     1  425   572
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0    3     7   914    0   207   153  433     0     1  425   572
PCE Adj:     1.00 1.00  1.00  1.00 1.00  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     7  1005    0   207   168  433     0     1  425   629
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 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 0.30  0.70  2.00 0.00  1.00  2.00 2.00  0.00  1.00 2.00  2.00
Final Sat.:     0  428   998  2850    0  1425  2850 2850     0  1425 2850  2850
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.01  0.01  0.35 0.00  0.15  0.06 0.15  0.00  0.00 0.15  0.22
Crit Vol:           10          503               84                   213
Crit Moves:       ****        ****              ****                 ****
*******************************************************************************
```

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*******************************************************************************
Intersection #71 IMPERIAL HWY @ SEPULVEDA BL.
*******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        1.393
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:     145 1810  1014   688 2412    16   235  368   172   159  340   394
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  145 1810  1014   688 2412    16   235  368   172   159  340   394
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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 1810  1014   688 2412    16   235  368   172   159  340   394
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  145 1810  1014   688 2412    16   235  368   172   159  340   394
PCE Adj:     1.00 1.00  1.00  1.00 1.00  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 1810  1014   757 2412    16   259  368   172   175  340   394
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  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 5464    36  2750 4125  1375  2750 4125  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.11 0.44  0.74  0.28 0.44  0.44  0.09 0.09  0.13  0.06 0.08  0.29
Crit Vol:               1014   378              129                       394
Crit Moves:             ****  ****             ****                      ****
*******************************************************************************


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            Circular 212 Planning Method (Base Volume Alternative)
*******************************************************************************
Intersection #73 IMPERIAL HWY @ NASH ST.
*******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.453
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       34               Level Of Service:                  A
*******************************************************************************
Street Name:  FWY 105 OFF RAMP/ NASH STREET            IMPERIAL HWY.
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Permitted       Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  0  0  2    1  1  0  1  1    0  0  2  1  0    2  0  3  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     127    0   255   100  180   183     0  999    58    36  778     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  127    0   255   100  180   183     0  999    58    36  778     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   127    0   255   100  180   183     0  999    58    36  778     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  127    0   255   100  180   183     0  999    58    36  778     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.:   127    0   281   110  180   201     0  999    58    40  778     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 1929  2346     0 4040   235  2850 4275     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.09 0.00  0.10  0.08 0.09  0.09  0.00 0.25  0.25  0.01 0.18  0.00
Crit Vol:               140         133              352          20
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):        0.626
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       50                Level Of Service:                 B
*******************************************************************************
Street Name:             / 105 RAMP                      IMPERIAL HWY.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase        Permitted       Protected
Rights:            Ovl              Ovl              Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  0  0  2    0  0  0  0  0    0  0  2  1  1    2  0  2  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     513    0   203     0    0     0     0 1592   490   140  628     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:  513    0   203     0    0     0     0 1592   490   140  628     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:   513    0   203     0    0     0     0 1592   490   140  628     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  513    0   203     0    0     0     0 1592   490   140  628     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.:   564    0   223     0    0     0     0 1592   539   154  628     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 0.00  2.00  0.00 0.00  0.00  0.00 2.99  1.01  2.00 2.00  0.00
Final Sat.:  2850    0  2850     0    0     0     0 4258  1442  2850 2850     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.20 0.00  0.08  0.00 0.00  0.00  0.00 0.37  0.37  0.05 0.22  0.00
Crit Vol:     282                    0              533           77
Crit Moves:  ****                                 ****          ****
*******************************************************************************
```

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                                  T2/T3 EIR
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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):         0.832
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      111               Level Of Service:                    D
*******************************************************************************
Street Name:          405 NORTH RAMP                    IMPERIAL HWY
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Permitted        Permitted
Rights:           Include          Include          Ignore           Ignore
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1! 0  0    0  0  0  0  0    0  0  2  1  1    0  0  2  1  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     169    0   291     0    0     0     0 2684   285     0  440   239
Growth Adj:  1.00 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    0   291     0    0     0     0 2684   285     0  440   239
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:   169    0   291     0    0     0     0 2684     0     0  440     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  169    0   291     0    0     0     0 2684     0     0  440     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
MLF Adj:     1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
Final Vol.:   186    0   291     0    0     0     0 2684     0     0  440     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 0.00  1.00  0.00 0.00  0.00  0.00 3.00  1.00  0.00 3.00  1.00
Final Sat.:  1425    0  1425     0    0     0     0 4275  1425     0 4275  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.13 0.00  0.20  0.00 0.00  0.00  0.00 0.63  0.00  0.00 0.10  0.00
Crit Vol:             291           0              895           0
Crit Moves:           ****                         ****          ****
*******************************************************************************
```

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                                  T2/T3 EIR
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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):        0.600
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       47                Level Of Service:                 B
*******************************************************************************
Street Name:         La CIENEGA BLVD.                    LENNOX BLVD
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted      Permit+Prot      Split Phase      Split Phase
Rights:             Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  1  1  0    1  0  2  1  0    0  0  0  0  0    1  1  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  556   361   318  724     4     0    0     0    71    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
Initial Bse:    0  556   361   318  724     4     0    0     0    71    0    79
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  556   361   318  724     4     0    0     0    71    0    79
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  556   361   318  724     4     0    0     0    71    0    79
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     0  556   361   318  724     4     0    0     0    78    0    79
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 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 1728  1122  1425 4252    23     0    0     0  2850    0  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.32  0.32  0.22 0.17  0.17  0.00 0.00  0.00  0.03 0.00  0.06
Crit Vol:          459         318                    0                     79
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):         0.371
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       30               Level Of Service:                    A
*******************************************************************************
Street Name:         La CIENEGA BLVD.                  / 111TH STREET
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted      Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  0  0    0  0  2  1  0    2  0  0  0  1    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      53  782     0     0  851    68   115    0   138     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:   53  782     0     0  851    68   115    0   138     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:    53  782     0     0  851    68   115    0   138     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   53  782     0     0  851    68   115    0   138     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.:    53  782     0     0  851    68   127    0   138     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:     0.04 0.27  0.00  0.00 0.21  0.21  0.04 0.00  0.10  0.00 0.00  0.00
Crit Vol:          391           0                        138           0
Crit Moves:       ****         ****                      ****
*******************************************************************************
```

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                                  T2/T3 EIR
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            Circular 212 Planning Method (Base Volume Alternative)
*******************************************************************************
Intersection #96 La CIENEGA BLVD. @ 405 S/B RAPM
*******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.824
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      105                Level Of Service:                 D
*******************************************************************************
Street Name:          La CIENEGA BLVD.                    405 N/B RAPM
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted      Split Phase      Split Phase
Rights:             Ovl              Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  1  1  1    1  0  2  0  0    0  0  0  0  0    1  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  620    64   199  790     0     0    0     0   873    0   369
Growth Adj:  1.00 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  620    64   199  790     0     0    0     0   873    0   369
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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  620    64   199  790     0     0    0     0   873    0   369
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  620    64   199  790     0     0    0     0   873    0   369
PCE Adj:     1.00 1.00  1.00  1.00 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  620    70   199  790     0     0    0     0   960    0   369
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 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 0.22  0.05  0.14 0.28  0.00  0.00 0.00  0.00  0.47 0.00  0.47
Crit Vol:          310         199                      0                  665
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):        0.421
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       39               Level Of Service:                  A
*******************************************************************************
Street Name:         La CIENEGA BLVD.                  405 S/B RAMP
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include          Include           Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  1  1  0    2  0  1  1  0    0  0  0  0  1    0  0  0  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  652    39   360  860     1     0    0     2     0    0   420
Growth Adj:  1.00 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  652    39   360  860     1     0    0     2     0    0   420
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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  652    39   360  860     1     0    0     2     0    0   420
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  652    39   360  860     1     0    0     2     0    0   420
PCE Adj:     1.00 1.00  1.00  1.00 1.00  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  652    39   396  860     1     0    0     2     0    0   462
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 1.89  0.11  2.00 1.99  0.01  0.00 0.00  1.00  0.00 0.00  2.00
Final Sat.:     0 2595   155  2750 2747     3     0    0  1375     0    0  2750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.25  0.25  0.14 0.31  0.31  0.00 0.00  0.00  0.00 0.00  0.17
Crit Vol:          345           0                          2                231
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):        0.361
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.                    405 S/B RAMP
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted      Split Phase      Split Phase
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  0  1    1  0  2  1  0    0  0  0  0  1    2  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      27  619    30    67  901     3     0    0    11   231    0   231
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   27  619    30    67  901     3     0    0    11   231    0   231
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    27  619    30    67  901     3     0    0    11   231    0   231
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   27  619    30    67  901     3     0    0    11   231    0   231
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  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.:    27  619    30    67  901     3     0    0    11   254    0   231
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  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 4261    14     0    0  1425  2850    0  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.22  0.02  0.05 0.21  0.21  0.00 0.00  0.01  0.09 0.00  0.16
Crit Vol:          310          67                          11   127
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):        0.889
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180               Level Of Service:                 D
*******************************************************************************
Street Name:        Sepulveda Boulevard              La Tijera Boulevard
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit      Prot+Permit      Prot+Permit      Prot+Permit
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    1  0  3  0  1    1  0  2  0  1    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     126 1278   227   118 1750   145   133  361   100   332  270    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:  126 1278   227   118 1750   145   133  361   100   332  270    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:   126 1278   227   118 1750   145   133  361   100   332  270    69
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  126 1278   227   118 1750   145   133  361   100   332  270    69
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   126 1278   227   118 1750   145   133  361   100   332  270    69
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  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 2190   560
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.09 0.31  0.17  0.09 0.42  0.11  0.10 0.13  0.07  0.24 0.12  0.12
Crit Vol:     126                583              181              332
Crit Moves:  ****               ****             ****             ****
*******************************************************************************
```

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                                  T2/T3 EIR
-------------------------------------------------------------------------------
                     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):        1.034
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180                Level Of Service:                 F
*******************************************************************************
Street Name:       SEPULVEDA BOULEVARD                LINCOLN BOULEVARD
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected         Permitted         Permitted         Permitted
Rights:           Include           Include           Include           Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        4  0  2  1  0    0  0  3  1  0    0  0  0  0  4    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:    1558 2013     0     0 2116    42     0    0  1839     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: 1558 2013     0     0 2116    42     0    0  1839     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:  1558 2013     0     0 2116    42     0    0  1839     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol: 1558 2013     0     0 2116    42     0    0  1839     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.:  1714 2013     0     0 2116    42     0    0  2023     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 5589   111     0    0  5700     0 1425     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.30 0.47  0.00  0.00 0.38  0.38  0.00 0.00  0.35  0.00 0.00  0.00
Crit Vol:     428                539                506      0
Crit Moves:  ****                ****                ****
*******************************************************************************

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                                  T2/T3 EIR
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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):        0.955
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180               Level Of Service:                 E
*******************************************************************************
Street Name:       Sepulveda Boulevard              Manchester Avenue
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit      Prot+Permit       Protected       Prot+Permit
Rights:            Ovl              Ovl              Ovl              Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    1  0  3  0  1    2  0  2  0  1    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     171 1356   120   351 1811   279   224  797   132   111  529   207
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  171 1356   120   351 1811   279   224  797   132   111  529   207
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   171 1356   120   351 1811   279   224  797   132   111  529   207
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  171 1356   120   351 1811   279   224  797   132   111  529   207
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  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.:   171 1356   120   351 1811   279   246  797   132   111  529   207
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  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:     0.12 0.33  0.09  0.26 0.44  0.20  0.09 0.29  0.10  0.08 0.27  0.27
Crit Vol:          452         351                    399         111
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):        0.356
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       29                Level Of Service:                 A
*******************************************************************************
Street Name:          Pershing Drive                 Westchester Parkway
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted       Protected         Permitted        Permitted
Rights:             Include         Include           Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  2  0  1    1  0  2  0  0    0  0  0  0  0    2  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  582   319    77  645     0     0    0     0   192    0   111
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  582   319    77  645     0     0    0     0   192    0   111
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  582   319    77  645     0     0    0     0   192    0   111
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  582   319    77  645     0     0    0     0   192    0   111
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     0  582   319    77  645     0     0    0     0   211    0   111
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       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  0.22  0.05 0.23  0.00  0.00 0.00  0.00  0.07 0.00  0.08
Crit Vol:                319    77                0                        111
Crit Moves:              ****  ****                                       ****
*******************************************************************************

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            Circular 212 Planning Method (Base Volume Alternative)
*******************************************************************************
Intersection #135 SEPULVEDA BLVD. @ WESTCHESTER PARKWAY
*******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.963
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180               Level Of Service:                 E
*******************************************************************************
Street Name:       Sepulveda Boulevard              Westchester Parkway
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit      Prot+Permit      Prot+Permit      Prot+Permit
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    1  0  3  0  1    1  0  1  1  0    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     195 1618    76   218 2009    67    64  279   102   269  292   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:  195 1618    76   218 2009    67    64  279   102   269  292   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:   195 1618    76   218 2009    67    64  279   102   269  292   211
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  195 1618    76   218 2009    67    64  279   102   269  292   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  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   195 1618    76   218 2009    67    64  279   102   269  292   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 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 2014   736  1375 1596  1154
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.14 0.39  0.06  0.16 0.49  0.05  0.05 0.14  0.14  0.20 0.18  0.18
Crit Vol:     195                670              190              269
Crit Moves:  ****               ****             ****             ****
*******************************************************************************
```

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            Circular 212 Planning Method (Base Volume Alternative)
*******************************************************************************
Intersection #136 SEPULVEDA @ 76th/77th STREET
*******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.557
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       33                Level Of Service:                 A
*******************************************************************************
Street Name:       Sepulveda Boulevard                 76th/77th Street
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted        Permitted        Permitted
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    1  0  3  0  1    2  0  1  0  1    1  0  1  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      66 1666    39   127 1411   332   192   39    54    23   48    36
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   66 1666    39   127 1411   332   192   39    54    23   48    36
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    66 1666    39   127 1411   332   192   39    54    23   48    36
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   66 1666    39   127 1411   332   192   39    54    23   48    36
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00
Final Vol.:    66 1666    39   127 1411   332   211   39    54    23   48    36
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 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 0.37  0.03  0.08 0.31  0.22  0.07 0.03  0.04  0.02 0.03  0.02
Crit Vol:          555         127              106                  48
Crit Moves:       ****        ****             ****                 ****
*******************************************************************************
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            Circular 212 Planning Method (Base Volume Alternative)
*******************************************************************************
Intersection #137 SEPULVEDA BLVD. @ 79th/80th STREET
*******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.574
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       34               Level Of Service:                  A
*******************************************************************************
Street Name:       Sepulveda Boulevard              79th/80th Street
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  1  0    1  0  3  0  1    1  0  1  0  1    1  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      88 1851    34    36 1453   189   116   60    86    29   49    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:   88 1851    34    36 1453   189   116   60    86    29   49    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:    88 1851    34    36 1453   189   116   60    86    29   49    31
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   88 1851    34    36 1453   189   116   60    86    29   49    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  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:    88 1851    34    36 1453   189   116   60    86    29   49    31
------------|---------------||---------------||---------------||---------------|
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 4419    81  1500 4500  1500  1500 1500  1500  1500  919   581
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.06 0.42  0.42  0.02 0.32  0.13  0.08 0.04  0.06  0.02 0.05  0.05
Crit Vol:          628          36              116                    80
Crit Moves:       ****         ****            ****                   ****
*******************************************************************************
```

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Adjusted Baseline 2016-PM Tue Dec 27, 2016 11:45:41                Page 31-1
-------------------------------------------------------------------------------
                                  T2/T3 EIR
-------------------------------------------------------------------------------
                     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):        0.527
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       30                Level Of Service:                 A
*******************************************************************************
Street Name:       Sepulveda Boulevard                  83rd Street
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted        Permitted        Permitted
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  1  0    1  0  2  1  0    0  0  1! 0  0    1  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      53 1843    17    42 1497    53    48   43    28     9   30    27
Growth Adj:  1.00 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 1843    17    42 1497    53    48   43    28     9   30    27
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    53 1843    17    42 1497    53    48   43    28     9   30    27
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   53 1843    17    42 1497    53    48   43    28     9   30    27
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:    53 1843    17    42 1497    53    48   43    28     9   30    27
------------|---------------||---------------||---------------||---------------|
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  0.40 0.36  0.24  1.00 0.53  0.47
Final Sat.:  1500 4459    41  1500 4346   154   605  542   353  1500  789   711
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.41  0.41  0.03 0.34  0.34  0.08 0.08  0.08  0.01 0.04  0.04
Crit Vol:          620           42                 119            9
Crit Moves:       ****         ****               ****         ****
*******************************************************************************
```

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Adjusted Baseline 2016-PM Tue Dec 27, 2016 11:45:41                Page 32-1
-------------------------------------------------------------------------------
                                T2/T3 EIR
-------------------------------------------------------------------------------
                     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):        0.477
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       36               Level Of Service:                  A
*******************************************************************************
Street Name:         La CIENEGA BLVD.                  104 TH STREET
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit        Permitted         Permitted         Permitted
Rights:           Include           Include           Include           Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1  1  0    1  0  2  1  0    1  0  1  0  1    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     121  579    12    47  788    53    90    3   271     7    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:  121  579    12    47  788    53    90    3   271     7    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:   121  579    12    47  788    53    90    3   271     7    1    11
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  121  579    12    47  788    53    90    3   271     7    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.:   121  579    12    47  788    53    90    3   271     7    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  0.37 0.05  0.58
Final Sat.:  1425 2792    58  1425 4006   269  1425 1425  1425   525   75   825
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.08 0.21  0.21  0.03 0.20  0.20  0.06 0.00  0.19  0.01 0.01  0.01
Crit Vol:     121                280                  271     7
Crit Moves:  ****                ****                 ****  ****
*******************************************************************************
```

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Future 2019 w/o Proj-AM Peak        Thu May 25, 2017 15:07:37                Page 1-1
--------------------------------------------------------------------------------
                              T2/T3 Primary Lot
--------------------------------------------------------------------------------
                                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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Future 2019 w/o Proj-AM Peak        Thu May 25, 2017 15:07:38                 Page 4-1
-------------------------------------------------------------------------------
                              T2/T3 Primary Lot
-------------------------------------------------------------------------------
                     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):        0.761
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       95                 Level Of Service:                  C
*******************************************************************************
Street Name:          AVIATION BLVD.                    CENTURY BLVD.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  1  1  0    2  0  2  0  1    1  0  3  1  0    1  0  3  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:     582  603    67    58  352   183   131  997   245    61 1273    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:  582  603    67    58  352   183   131  997   245    61 1273    92
Added Vol:     73   10     0     7    5     0     1   20    44     0  125    10
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  655  613    67    65  357   183   132 1017   289    61 1398   102
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   655  613    67    65  357   183   132 1017   289    61 1398   102
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  655  613    67    65  357   183   132 1017   289    61 1398   102
PCE Adj:     1.00 1.00  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.:   721  613    67    72  357   183   132 1017   289    61 1398   102
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 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 3.11  0.89  1.00 3.73  0.27
Final Sat.:  2750 2479   271  2750 2750  1375  1375 4283  1217  1375 5126   374
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.26 0.25  0.25  0.03 0.13  0.13  0.10 0.24  0.24  0.04 0.27  0.27
Crit Vol:     360                 178          132                  375
Crit Moves:  ****                ****         ****                 ****
*******************************************************************************


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Future 2019 w/o Proj-AM Peak        Thu May 25, 2017 15:07:38                  Page 5-1
-------------------------------------------------------------------------------
                              T2/T3 Primary Lot
-------------------------------------------------------------------------------
                     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):        0.891
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180                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:     300  572   112   232  301   214   136  247    65   251 1074   782
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  300  572   112   232  301   214   136  247    65   251 1074   782
Added Vol:     20    1     0    44    0     5     0    0     0     0  170    82
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  320  573   112   276  301   219   136  247    65   251 1244   864
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   320  573   112   276  301   219   136  247    65   251 1244   864
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  320  573   112   276  301   219   136  247    65   251 1244   864
PCE Adj:     1.00 1.00  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.:   352  573   112   304  301   241   150  247    65   276 1244   864
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 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 2.38  0.62  2.00 3.00  1.00
Final Sat.:  2750 2750  1375  2750 2291  1834  2750 3266   859  2750 4125  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.13 0.21  0.08  0.11 0.13  0.13  0.05 0.08  0.08  0.10 0.30  0.63
Crit Vol:          287           0              75                          864
Crit Moves:       ****         ****            ****                        ****
*******************************************************************************
```

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Future 2019 w/o Proj-AM Peak        Thu May 25, 2017 15:07:38                  Page 6-1
-------------------------------------------------------------------------------
                              T2/T3 Primary Lot
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
*******************************************************************************
Intersection #19 AVIATION BLVD. @ 111TH
*******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.679
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       71                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  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:      33 1497    24    32  698    61    43   33    31    27   56    59
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   33 1497    24    32  698    61    43   33    31    27   56    59
Added Vol:      0   83     0     0   49     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   33 1580    24    32  747    61    43   33    31    27   56    59
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    33 1580    24    32  747    61    43   33    31    27   56    59
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   33 1580    24    32  747    61    43   33    31    27   56    59
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:    33 1580    24    32  747    61    43   33    31    27   56    59
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.97  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 2542   208  1375  709   666  1375 1375  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.58  0.58  0.02 0.29  0.29  0.03 0.05  0.05  0.02 0.04  0.04
Crit Vol:          802          32               43                   56
Crit Moves:       ****         ****             ****                 ****
*******************************************************************************
```

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Future 2019 w/o Proj-AM Peak        Thu May 25, 2017 15:07:38                 Page 7-1
-------------------------------------------------------------------------------
                              T2/T3 Primary Lot
-------------------------------------------------------------------------------
                     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):        0.941
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180                Level Of Service:                 E
*******************************************************************************
Street Name:         La CIENEGA BLVD.                   CENTURY BLVD.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit      Prot+Permit      Prot+Permit      Prot+Permit
Rights:            Ovl              Ovl              Ovl              Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  0  2    1  0  2  0  2    1  0  3  0  1    1  0  3  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     225  613   182   187  356   484    90  532   320   330 1775   898
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  225  613   182   187  356   484    90  532   320   330 1775   898
Added Vol:      7    0     0     0    4     0     0   24     4     0  128     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  232  613   182   187  360   484    90  556   324   330 1903   898
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   232  613   182   187  360   484    90  556   324   330 1903   898
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  232  613   182   187  360   484    90  556   324   330 1903   898
PCE Adj:     1.00 1.00  1.00  1.00 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.:   232  613   200   187  360   532    90  556   324   330 1903   898
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  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:     0.17 0.22  0.07  0.14 0.13  0.19  0.07 0.13  0.24  0.24 0.46  0.65
Crit Vol:          307           0              90                          898
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):        0.996
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
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 4649     0     0 1701    36     0    0     0   410   70   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:    0 4649     0     0 1701    36     0    0     0   410   70   347
Added Vol:      0  261     0     0    0     0     0    0     0    11    0   114
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0 4910     0     0 1701    36     0    0     0   421   70   461
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 4910     0     0 1701    36     0    0     0   421   70   461
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0 4910     0     0 1701    36     0    0     0   421   70   461
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 4910     0     0 1701    36     0    0     0   463   70   507
------------|---------------||---------------||---------------||---------------|
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  1.74 0.26  2.00
Final Sat.:     0 6000  1500     0 6000  1500     0    0     0  2606  394  3000
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.82  0.00  0.00 0.28  0.02  0.00 0.00  0.00  0.18 0.18  0.17
Crit Vol:         1228           0                        0         267
Crit Moves:       ****         ****                               ****
*******************************************************************************
```

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                              T2/T3 Primary Lot
-------------------------------------------------------------------------------
                     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):        1.010
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180                Level Of Service:                 F
*******************************************************************************
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:    1285    0   393     0    0    26     5  614   200     0 2191     7
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse: 1285    0   393     0    0    26     5  614   200     0 2191     7
Added Vol:      9    0     0     0    0     0     0    0    24     0  118     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut: 1294    0   393     0    0    26     5  614   224     0 2309     7
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:  1294    0   393     0    0    26     5  614   224     0 2309     7
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol: 1294    0   393     0    0    26     5  614   224     0 2309     7
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.10  1.00 1.00  1.00
Final Vol.:  1423    0   393     0    0    26     5  614   246     0 2309     7
------------|---------------||---------------||---------------||---------------|
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 4282  1718     0 4486    14
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.47 0.00  0.26  0.00 0.00  0.02  0.00 0.14  0.14  0.00 0.51  0.51
Crit Vol:     712                      26     5                    772
Crit Moves:  ****                     ****  ****                 ****
*******************************************************************************
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                              T2/T3 Primary Lot
-------------------------------------------------------------------------------
                     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):        0.540
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       50               Level Of Service:                  A
*******************************************************************************
Street Name:          DOUGLAS STREET                  IMPERIAL HWY.
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1  0  2    1  0  1! 0  1    1  0  2  1  0    2  0  2  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:      77   14    83    42   45    10    34  439   200   385 1422    58
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   77   14    83    42   45    10    34  439   200   385 1422    58
Added Vol:      3    0     0     0    0     0     0    0     0     0  195     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   80   14    83    42   45    10    34  439   200   385 1617    58
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    80   14    83    42   45    10    34  439   200   385 1617    58
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   80   14    83    42   45    10    34  439   200   385 1617    58
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.10  1.10 1.00  1.10  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:    80   14    91    46   45    11    34  439   200   424 1617    58
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  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  1.36 0.64  1.00  1.00 2.06  0.94  2.00 2.90  0.10
Final Sat.:  1375 1375  2750  1865  885  1375  1375 2834  1291  2750 3982   143
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.06 0.01  0.03  0.02 0.05  0.01  0.02 0.15  0.15  0.15 0.41  0.41
Crit Vol:      80                  70          34                  558
Crit Moves:  ****                ****        ****                ****
*******************************************************************************
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-------------------------------------------------------------------------------
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           Circular 212 Planning Method (Future Volume Alternative)
*******************************************************************************
Intersection #65 SEPULVEDA @ H. HUGHES PARKWAY
*******************************************************************************
Cycle (sec):        100                 Critical Vol./Cap. (X):        0.838
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       89                 Level Of Service:                 D
*******************************************************************************
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 3157  1112   150  987     0     0    0     0   840    0   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:    0 3157  1112   150  987     0     0    0     0   840    0   145
Added Vol:      0    0     0     0   62     0     0    0     0   211    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0 3157  1112   150 1049     0     0    0     0  1051    0   145
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 3157     0   150 1049     0     0    0     0  1051    0   145
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0 3157     0   150 1049     0     0    0     0  1051    0   145
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 3157     0   165 1049     0     0    0     0  1156    0   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:       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 0.53  0.00  0.06 0.23  0.00  0.00 0.00  0.00  0.26 0.00  0.10
Crit Vol:          789          83                       0          385
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):        0.587
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       55                Level Of Service:                  A
*******************************************************************************
Street Name:         La CIENEGA BLVD.                  IMPERIAL HWY.
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  1  1  1    2  0  1  1  1    2  0  3  0  2    2  0  3  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:      79  307   145   101  202   345   316  211   146   106  951   696
Growth Adj:  1.00 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  307   145   101  202   345   316  211   146   106  951   696
Added Vol:      1    0     0     0    0    24     0    0    22     0   67     7
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   80  307   145   101  202   369   316  211   168   106 1018   703
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    80  307   145   101  202   369   316  211   168   106 1018   703
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   80  307   145   101  202   369   316  211   168   106 1018   703
PCE Adj:     1.00 1.00  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.:    88  307   160   111  202   406   348  211   185   117 1018   773
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 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 2715  1410  2750 1375  2750  2750 4125  2750  2750 4125  2750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.11  0.11  0.04 0.15  0.15  0.13 0.05  0.07  0.04 0.25  0.28
Crit Vol:      44                202          174                      387
Crit Moves:  ****                ****         ****                     ****
*******************************************************************************
```

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                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
*******************************************************************************
Intersection #68 IMPERIAL HWY @MAIN STREET
*******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        1.254
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180                Level Of Service:                 F
*******************************************************************************
Street Name:           MAIN STREET                      IMPERIAL HWY
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase        Permitted       Protected
Rights:           Ignore           Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  1  0  0  1    0  0  0  0  1    1  0  2  0  1    2  0  2  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:     507    1   604     0    0     5     0  906   225   547 1409     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:  507    1   604     0    0     5     0  906   225   547 1409     1
Added Vol:      0    0     1     0    0     0     0  172     0     0  518     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  507    1   605     0    0     5     0 1078   225   547 1927     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:   507    1     0     0    0     5     0 1078   225   547 1927     1
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  507    1     0     0    0     5     0 1078   225   547 1927     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.:   558    1     0     0    0     5     0 1078   225   602 1927     1
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.99 0.01  1.00  0.00 0.00  1.00  1.00 2.00  1.00  2.00 2.00  1.00
Final Sat.:  2845    5  1425     0    0  1425  1425 2850  1425  2850 2850  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.20 0.20  0.00  0.00 0.00  0.00  0.00 0.38  0.16  0.21 0.68  0.00
Crit Vol:     279                        5        539              963
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):        0.596
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       46               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     4   788    0    92   208  341     1     8  404  1475
Growth Adj:  1.00 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     4   788    0    92   208  341     1     8  404  1475
Added Vol:      0    0     0   172    0     0     0    0     0     0    0   519
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0    1     4   960    0    92   208  341     1     8  404  1994
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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     4   960    0    92   208  341     1     8  404  1994
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0    1     4   960    0    92   208  341     1     8  404  1994
PCE Adj:     1.00 1.00  1.00  1.00 1.00  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     4  1056    0    92   229  341     1     8  404  2193
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 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 0.20  0.80  2.00 0.00  1.00  2.00 1.99  0.01  1.00 2.00  2.00
Final Sat.:     0  285  1140  2850    0  1425  2850 2842     8  1425 2850  2850
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.00  0.37 0.00  0.06  0.08 0.12  0.12  0.01 0.14  0.77
Crit Vol:           5         528              114                   202
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):        1.187
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:     111 1911   579   406 2322    11   261  230    69   222  250   463
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  111 1911   579   406 2322    11   261  230    69   222  250   463
Added Vol:     18   34     0     0    0     0     1    0     0     0   47   154
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  129 1945   579   406 2322    11   262  230    69   222  297   617
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   129 1945   579   406 2322    11   262  230    69   222  297   617
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  129 1945   579   406 2322    11   262  230    69   222  297   617
PCE Adj:     1.00 1.00  1.00  1.00 1.00  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.:   129 1945   579   447 2322    11   288  230    69   244  297   617
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  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 0.47  0.42  0.16 0.42  0.42  0.10 0.06  0.05  0.09 0.07  0.45
Crit Vol:          648         223              144                        617
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):        0.918
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180               Level Of Service:                 E
*******************************************************************************
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:      58    0    55   431 1046   578     0  658   113   262 1046     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:   58    0    55   431 1046   578     0  658   113   262 1046     0
Added Vol:      3    0     0     0    0     0     0    0     0     0  198     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   61    0    55   431 1046   578     0  658   113   262 1244     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:    61    0    55   431 1046   578     0  658   113   262 1244     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   61    0    55   431 1046   578     0  658   113   262 1244     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.:    61    0    61   474 1046   636     0  658   113   288 1244     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 2590  1685     0 3648   627  2850 4275     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.00  0.02  0.33 0.40  0.38  0.00 0.18  0.18  0.10 0.29  0.00
Crit Vol:      61                576              257              415
Crit Moves:  ****                ****             ****             ****
*******************************************************************************
```

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                              T2/T3 Primary Lot
--------------------------------------------------------------------------------
                     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):        1.036
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180                Level Of Service:                  F
********************************************************************************
Street Name:             / 105 RAMP                      IMPERIAL HWY.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase        Permitted       Protected
Rights:            Ovl              Ovl              Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  0  0  2    0  0  0  0  0    0  0  2  1  1    2  0  2  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:    1113    0   370     0    0     0     0  301   364   113 1138     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: 1113    0   370     0    0     0     0  301   364   113 1138     0
Added Vol:    160    0     0     0    0     0     0   22    22     0   92     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut: 1273    0   370     0    0     0     0  323   386   113 1230     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:  1273    0   370     0    0     0     0  323   386   113 1230     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol: 1273    0   370     0    0     0     0  323   386   113 1230     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.:  1400    0   407     0    0     0     0  323   425   124 1230     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:     0.49 0.00  0.14  0.00 0.00  0.00  0.00 0.11  0.15  0.04 0.43  0.00
Crit Vol:     700                    0              162              615
Crit Moves:  ****                                 ****             ****
********************************************************************************
```

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           Circular 212 Planning Method (Future Volume Alternative)
*******************************************************************************
Intersection #75 IMPERIAL HWY. @ 405 NORTH RAMP
*******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.650
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       53               Level Of Service:                  B
*******************************************************************************
Street Name:          405 NORTH RAMP                    IMPERIAL HWY
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Permitted        Permitted
Rights:           Include          Include          Ignore           Ignore
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1! 0  0    0  0  0  0  0    0  0  2  1  1    0  0  2  1  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:     636    0    76     0    0     0     0  382    79     0 1542   576
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  636    0    76     0    0     0     0  382    79     0 1542   576
Added Vol:      0    0     0     0    0     0     0    0     0     0   74     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  636    0    76     0    0     0     0  382    79     0 1616   576
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:   636    0    76     0    0     0     0  382     0     0 1616     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  636    0    76     0    0     0     0  382     0     0 1616     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.:   700    0    76     0    0     0     0  382     0     0 1616     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:     0.27 0.00  0.27  0.00 0.00  0.00  0.00 0.09  0.00  0.00 0.38  0.00
Crit Vol:                388          0           0                    539
Crit Moves:             ****                 ****                    ****
*******************************************************************************
```

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-------------------------------------------------------------------------------
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           Circular 212 Planning Method (Future Volume Alternative)
*******************************************************************************
Intersection #89 La CIENEGA BLVD. @ LENNOX BLVD
*******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.665
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       56                Level Of Service:                 B
*******************************************************************************
Street Name:         La CIENEGA BLVD.                    LENNOX BLVD
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted      Permit+Prot      Split Phase      Split Phase
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  1  1  0    1  0  2  1  0    0  0  0  0  0    1  1  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:       0 1077   101    67  433    29     0    0     0   171    0   287
Growth Adj:  1.00 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 1077   101    67  433    29     0    0     0   171    0   287
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 1084   101    67  437    29     0    0     0   171    0   288
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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 1084   101    67  437    29     0    0     0   171    0   288
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0 1084   101    67  437    29     0    0     0   171    0   288
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  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 1084   101    67  437    29     0    0     0   188    0   288
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 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 2607   243  1425 4009   266     0    0     0  2850    0  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.42  0.42  0.05 0.11  0.11  0.00 0.00  0.00  0.07 0.00  0.20
Crit Vol:          592          67                      0                   288
Crit Moves:       ****         ****                                        ****
*******************************************************************************
```

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-------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
*******************************************************************************
Intersection #94 La CIENEGA BLVD. @ 111TH STREET
*******************************************************************************
Cycle (sec):        100                 Critical Vol./Cap. (X):        0.459
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       34                 Level Of Service:                  A
*******************************************************************************
Street Name:         La CIENEGA BLVD.                   / 111TH STREET
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted      Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  0  0    0  0  2  1  0    2  0  0  0  1    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:     214 1191     0     0  462   112    45    0    55     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  214 1191     0     0  462   112    45    0    55     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:  214 1198     0     0  466   112    45    0    55     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:   214 1198     0     0  466   112    45    0    55     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  214 1198     0     0  466   112    45    0    55     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.:   214 1198     0     0  466   112    50    0    55     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 3447   828  2850    0  1425     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.15 0.42  0.00  0.00 0.14  0.14  0.02 0.00  0.04  0.00 0.00  0.00
Crit Vol:          599           0                          55           0
Crit Moves:       ****         ****                       ****
*******************************************************************************
```

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           Circular 212 Planning Method (Future Volume Alternative)
*******************************************************************************
Intersection #96 La CIENEGA BLVD. @ 405 S/B RAPM
*******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        1.034
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180                Level Of Service:                 F
*******************************************************************************
Street Name:         La CIENEGA BLVD.                   405 N/B RAPM
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted      Split Phase      Split Phase
Rights:             Ovl              Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  1  1  1    1  0  2  0  0    0  0  0  0  0    1  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:       0 1926   143   144  419     0     0    0     0   586    0    87
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0 1926   143   144  419     0     0    0     0   586    0    87
Added Vol:      0    0     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 1926   143   144  423     0     0    0     0   586    0    88
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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 1926   143   144  423     0     0    0     0   586    0    88
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0 1926   143   144  423     0     0    0     0   586    0    88
PCE Adj:     1.00 1.00  1.00  1.00 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 1926   157   144  423     0     0    0     0   645    0    88
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 2.00  1.00  1.00 2.00  0.00  0.00 0.00  0.00  1.76 0.00  0.24
Final Sat.:     0 2850  1425  1425 2850     0     0    0     0  2508    0   342
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.68  0.11  0.10 0.15  0.00  0.00 0.00  0.00  0.26 0.00  0.26
Crit Vol:          963         144                      0                   366
Crit Moves:       ****        ****                                         ****
*******************************************************************************
```

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                              T2/T3 Primary Lot
-------------------------------------------------------------------------------
                     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):        0.555
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       51               Level Of Service:                  A
*******************************************************************************
Street Name:         La CIENEGA BLVD.                   405 S/B RAMP
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include          Include          Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  1  1  0    2  0  1  1  0    0  0  0  0  1    0  0  0  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  962    45   457  538    20     0    0     2     0    0   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:    0  962    45   457  538    20     0    0     2     0    0   109
Added Vol:      0    7     0     4    4     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0  969    45   461  542    20     0    0     2     0    0   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:     0  969    45   461  542    20     0    0     2     0    0   109
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  969    45   461  542    20     0    0     2     0    0   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  1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.10
Final Vol.:     0  969    45   507  542    20     0    0     2     0    0   120
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 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 2652    98     0    0  1375     0    0  2750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.37  0.37  0.18 0.20  0.20  0.00 0.00  0.00  0.00 0.00  0.04
Crit Vol:          507         254                          2           0
Crit Moves:       ****        ****                       ****        ****
*******************************************************************************
```

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-------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
*******************************************************************************
Intersection #98 La CIENEGA BLVD. @ 405 S/B RAMP
*******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.623
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       49                Level Of Service:                 B
*******************************************************************************
Street Name:         La CIENEGA BLVD.                    405 S/B RAMP
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted      Split Phase      Split Phase
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  0  1    1  0  2  1  0    0  0  1! 0  0    2  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:      34 1303   164    75  452     0     5    0    30   203    0    82
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   34 1303   164    75  452     0     5    0    30   203    0    82
Added Vol:      0    7     0     0    4     0     0    0     0    20    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   34 1310   164    75  456     0     5    0    30   223    0    82
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    34 1310   164    75  456     0     5    0    30   223    0    82
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   34 1310   164    75  456     0     5    0    30   223    0    82
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:    34 1310   164    75  456     0     5    0    30   245    0    82
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  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   204    0  1221  2850    0  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.46  0.12  0.05 0.11  0.00  0.02 0.00  0.02  0.09 0.00  0.06
Crit Vol:          655          75                          35   123
Crit Moves:       ****         ****                        ****  ****
*******************************************************************************


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                              T2/T3 Primary Lot
-------------------------------------------------------------------------------
                     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):        0.810
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      120               Level Of Service:                 D
*******************************************************************************
Street Name:       Sepulveda Boulevard              La Tijera Boulevard
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit      Prot+Permit      Prot+Permit      Prot+Permit
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    1  0  3  0  1    1  0  2  0  1    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      48 2008   105    24 1363    45    76  156    80   341  189    33
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   48 2008   105    24 1363    45    76  156    80   341  189    33
Added Vol:      0    0     0     0  273     0     0    0     0     1    5     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   48 2008   105    24 1636    45    76  156    80   342  194    33
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    48 2008   105    24 1636    45    76  156    80   342  194    33
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   48 2008   105    24 1636    45    76  156    80   342  194    33
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:    48 2008   105    24 1636    45    76  156    80   342  194    33
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  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 2350   400
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.49  0.08  0.02 0.40  0.03  0.06 0.06  0.06  0.25 0.08  0.08
Crit Vol:          669          24                   78          342
Crit Moves:       ****         ****                 ****         ****
*******************************************************************************
```

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-------------------------------------------------------------------------------
                              T2/T3 Primary Lot
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
*******************************************************************************
Intersection #108 SEPULVEDA BLVD. @ LINCOLN BLVD.
*******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.904
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:    2120 2315     0     0 1486    27     0    0  1180     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: 2120 2315     0     0 1486    27     0    0  1180     0    0     0
Added Vol:     11  364     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: 2131 2679     0     0 1486    27     0    0  1180     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:  2131 2679     0     0 1486    27     0    0  1180     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol: 2131 2679     0     0 1486    27     0    0  1180     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.:  2344 2679     0     0 1486    27     0    0  1298     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 5598   102     0    0  5700     0 1425     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.41 0.63  0.00  0.00 0.27  0.27  0.00 0.00  0.23  0.00 0.00  0.00
Crit Vol:     586                  378                   325     0
Crit Moves:  ****                 ****                  ****
*******************************************************************************


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                              T2/T3 Primary Lot
-------------------------------------------------------------------------------
                     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):        0.993
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180               Level Of Service:                 E
*******************************************************************************
Street Name:       Sepulveda Boulevard              Manchester Avenue
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit      Prot+Permit       Protected       Prot+Permit
Rights:            Ovl              Ovl              Ovl              Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    1  0  3  0  1    2  0  2  0  1    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      79 1947    61   106 1103    87   118  268    86    57  677   413
Growth Adj:  1.00 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 1947    61   106 1103    87   118  268    86    57  677   413
Added Vol:      0    0     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:   79 1947    61   106 1376    87   118  268    86    57  677   413
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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 1947    61   106 1376    87   118  268    86    57  677   413
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   79 1947    61   106 1376    87   118  268    86    57  677   413
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  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.:    79 1947    61   106 1376    87   130  268    86    57  677   413
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  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:     0.06 0.47  0.04  0.08 0.33  0.06  0.05 0.10  0.06  0.04 0.40  0.40
Crit Vol:          649         106               65                   545
Crit Moves:       ****        ****              ****                 ****
*******************************************************************************
```

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                              T2/T3 Primary Lot
-------------------------------------------------------------------------------
                     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):        0.708
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       64                 Level Of Service:                  C
*******************************************************************************
Street Name:          Pershing Drive                 Westchester Parkway
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted       Protected         Permitted        Permitted
Rights:             Include          Include           Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  2  0  1    1  0  2  0  0    0  0  0  0  0    2  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0 1180   444    70  502     0     0    0     0   291    0    61
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0 1180   444    70  502     0     0    0     0   291    0    61
Added Vol:      0    0   214     0    0     0     0    0     0   220    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0 1180   658    70  502     0     0    0     0   511    0    61
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0 1180   658    70  502     0     0    0     0   511    0    61
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0 1180   658    70  502     0     0    0     0   511    0    61
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     0 1180   658    70  502     0     0    0     0   562    0    61
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       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 0.41  0.46  0.05 0.18  0.00  0.00 0.00  0.00  0.20 0.00  0.04
Crit Vol:                658    70                       0          281
Crit Moves:              ****  ****                              ****
*******************************************************************************
```

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-------------------------------------------------------------------------------
                              T2/T3 Primary Lot
-------------------------------------------------------------------------------
                     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  1  1  0    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     186 2223    25   142 1693    68    15  155    77   190  582   346
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  186 2223    25   142 1693    68    15  155    77   190  582   346
Added Vol:    364    0     0     2    0   273     0    0     0     0    5     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  550 2223    25   144 1693   341    15  155    77   190  587   346
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   550 2223    25   144 1693   341    15  155    77   190  587   346
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  550 2223    25   144 1693   341    15  155    77   190  587   346
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   550 2223    25   144 1693   341    15  155    77   190  587   346
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  1.00  1.00 3.00  1.00  1.00 1.34  0.66  1.00 1.26  0.74
Final Sat.:  1375 4125  1375  1375 4125  1375  1375 1837   913  1375 1730  1020
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.40 0.54  0.02  0.10 0.41  0.25  0.01 0.08  0.08  0.14 0.34  0.34
Crit Vol:     550                564          15                 466
Crit Moves:  ****               ****        ****               ****
*******************************************************************************
```

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-------------------------------------------------------------------------------
                              T2/T3 Primary Lot
-------------------------------------------------------------------------------
                     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):        1.046
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180                Level Of Service:                 F
*******************************************************************************
Street Name:       Sepulveda Boulevard                 76th/77th Street
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted        Permitted        Permitted
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    1  0  3  0  1    2  0  1  0  1    1  0  1  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      70 2145    11    38 1375   220   778   80    82    43  119   388
Growth Adj:  1.00 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 2145    11    38 1375   220   778   80    82    43  119   388
Added Vol:      0    0     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:   70 2145    11    38 1648   220   778   80    82    43  119   388
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    70 2145    11    38 1648   220   778   80    82    43  119   388
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   70 2145    11    38 1648   220   778   80    82    43  119   388
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  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.:    70 2145    11    38 1648   220   856   80    82    43  119   388
------------|---------------||---------------||---------------||---------------|
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:     0.05 0.48  0.01  0.03 0.37  0.15  0.29 0.05  0.05  0.03 0.08  0.26
Crit Vol:          715          38              428                          388
Crit Moves:       ****         ****            ****                         ****
*******************************************************************************


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                              T2/T3 Primary Lot
-------------------------------------------------------------------------------
                     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):        0.903
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      148                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
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:     148 2346    30    36 1284   199   178   98   155    48  218   130
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  148 2346    30    36 1284   199   178   98   155    48  218   130
Added Vol:      0    0     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:  148 2346    30    36 1557   199   178   98   155    48  218   130
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   148 2346    30    36 1557   199   178   98   155    48  218   130
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  148 2346    30    36 1557   199   178   98   155    48  218   130
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   148 2346    30    36 1557   199   178   98   155    48  218   130
------------|---------------||---------------||---------------||---------------|
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 4443    57  1500 4500  1500  1500 1500  1500  1500  940   560
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.10 0.53  0.53  0.02 0.35  0.13  0.12 0.07  0.10  0.03 0.23  0.23
Crit Vol:          792          36              178                  348
Crit Moves:       ****         ****            ****                 ****
*******************************************************************************
```

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-------------------------------------------------------------------------------
                              T2/T3 Primary Lot
-------------------------------------------------------------------------------
                     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):        0.757
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       59                Level Of Service:                 C
*******************************************************************************
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:      42 2207    19    30 1323    37    75   69    45    25  130   159
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   42 2207    19    30 1323    37    75   69    45    25  130   159
Added Vol:      0    0     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:   42 2207    19    30 1596    37    75   69    45    25  130   159
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    42 2207    19    30 1596    37    75   69    45    25  130   159
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   42 2207    19    30 1596    37    75   69    45    25  130   159
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:    42 2207    19    30 1596    37    75   69    45    25  130   159
------------|---------------||---------------||---------------||---------------|
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  0.40 0.36  0.24  1.00 0.45  0.55
Final Sat.:  1500 4462    38  1500 4398   102   595  548   357  1500  675   825
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.49  0.49  0.02 0.36  0.36  0.13 0.13  0.13  0.02 0.19  0.19
Crit Vol:          742          30               75                   289
Crit Moves:       ****         ****             ****                 ****
*******************************************************************************
```

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Future 2019 w/o Proj-AM Peak        Thu May 25, 2017 15:07:38                Page 32-1
-------------------------------------------------------------------------------
                              T2/T3 Primary Lot
-------------------------------------------------------------------------------
                     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):        0.474
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       35               Level Of Service:                  A
*******************************************************************************
Street Name:         La CIENEGA BLVD.                  104 TH STREET
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit        Permitted        Permitted        Permitted
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1  1  0    1  0  2  1  0    1  0  1  0  1    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:     397 1012    12    13  481    88    20    0    81     6    0    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:  397 1012    12    13  481    88    20    0    81     6    0    14
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:  397 1019    12    13  485    88    20    0    81     6    0    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:   397 1019    12    13  485    88    20    0    81     6    0    14
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  397 1019    12    13  485    88    20    0    81     6    0    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:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   397 1019    12    13  485    88    20    0    81     6    0    14
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  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  0.30 0.00  0.70
Final Sat.:  1425 2817    33  1425 3618   657  1425 1425  1425   428    0   998
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.28 0.36  0.36  0.01 0.13  0.13  0.01 0.00  0.06  0.01 0.00  0.01
Crit Vol:     397                191                      81     6
Crit Moves:  ****                ****                    ****  ****
*******************************************************************************
```

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Future 2019 w/o Proj-PM Peak        Thu May 25, 2017 15:09:43                Page 1-1
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```
--------------------------------------------------------------------------------
                              T2/T3 Primary Lot
--------------------------------------------------------------------------------
                               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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Future 2019 w/o Proj-PM Peak        Thu May 25, 2017 15:09:44                 Page 4-1
-------------------------------------------------------------------------------
                              T2/T3 Primary Lot
-------------------------------------------------------------------------------
                     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):        1.040
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180                 Level Of Service:                   F
*******************************************************************************
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:     496  576   135   114  536   153   155 2135   496   110 1317   159
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  496  576   135   114  536   153   155 2135   496   110 1317   159
Added Vol:     73    5     0    14   12     0     0  257    44     0    2     4
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  569  581   135   128  548   153   155 2392   540   110 1319   163
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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  581   135   128  548   153   155 2392   540   110 1319   163
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  569  581   135   128  548   153   155 2392   540   110 1319   163
PCE Adj:     1.00 1.00  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  581   135   141  548   153   155 2392   540   110 1319   163
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 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 2231   519  2750 2750  1375  1375 4487  1013  1375 4895   605
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.23 0.26  0.26  0.05 0.20  0.11  0.11 0.53  0.53  0.08 0.27  0.27
Crit Vol:     313                  274              733         110
Crit Moves:  ****                 ****             ****        ****
*******************************************************************************

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Future 2019 w/o Proj-PM Peak        Thu May 25, 2017 15:09:44                 Page 5-1
-------------------------------------------------------------------------------
                              T2/T3 Primary Lot
-------------------------------------------------------------------------------
                     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):        0.832
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      135                 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:
Base Vol:     149  395   256   404  630   135   245 1312   287   177  458   434
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  149  395   256   404  630   135   245 1312   287   177  458   434
Added Vol:      2    0     0    53    1     2     5  173    20     0    5    73
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  151  395   256   457  631   137   250 1485   307   177  463   507
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   151  395   256   457  631   137   250 1485   307   177  463   507
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  151  395   256   457  631   137   250 1485   307   177  463   507
PCE Adj:     1.00 1.00  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.:   166  395   256   503  631   151   275 1485   307   195  463   507
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 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 3418   707  2750 4125  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.06 0.14  0.19  0.18 0.23  0.11  0.10 0.43  0.43  0.07 0.11  0.37
Crit Vol:          198         251                  597          97
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):        0.603
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       57                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  0  1  1  0    1  0  0  1  0    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      14 1066    35    39 1212    72    66   89    26    30   45    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:   14 1066    35    39 1212    72    66   89    26    30   45    67
Added Vol:      0   78     0     0   56     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   14 1144    35    39 1268    72    66   89    26    30   45    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:    14 1144    35    39 1268    72    66   89    26    30   45    67
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   14 1144    35    39 1268    72    66   89    26    30   45    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.:    14 1144    35    39 1268    72    66   89    26    30   45    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 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 2668    82  1375 2602   148  1375 1064   311  1375 1375  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.43  0.43  0.03 0.49  0.49  0.05 0.08  0.08  0.02 0.03  0.05
Crit Vol:      14                670              115              30
Crit Moves:  ****                ****             ****             ****
*******************************************************************************
```

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                              T2/T3 Primary Lot
-------------------------------------------------------------------------------
                     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):        1.069
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180                Level Of Service:                 F
*******************************************************************************
Street Name:         La CIENEGA BLVD.                   CENTURY BLVD.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit      Prot+Permit      Prot+Permit      Prot+Permit
Rights:            Ovl              Ovl              Ovl              Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  0  2    1  0  2  0  2    1  0  3  0  1    1  0  3  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     135  312   596   637  780   369   119 1348   512    96  861   230
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  135  312   596   637  780   369   119 1348   512    96  861   230
Added Vol:      0    0     0     0    1     0     0  142   128     0    6     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  135  312   596   637  781   369   119 1490   640    96  867   230
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   135  312   596   637  781   369   119 1490   640    96  867   230
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  135  312   596   637  781   369   119 1490   640    96  867   230
PCE Adj:     1.00 1.00  1.00  1.00 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.:   135  312   656   637  781   406   119 1490   640    96  867   230
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  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 4347  1153
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.10 0.11  0.24  0.46 0.28  0.15  0.09 0.36  0.47  0.07 0.20  0.20
Crit Vol:                328   637                          640     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):        0.845
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       93                Level Of Service:                  D
*******************************************************************************
Street Name:         SEPULVEDA BLVD.                   CENTURY BLVD.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:           Ignore           Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  4  0  1    0  0  4  0  1    0  0  0  0  0    1  1  0  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0 3754     0     0 2943    54     0    0     0   509   96   250
Growth Adj:  1.00 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 3754     0     0 2943    54     0    0     0   509   96   250
Added Vol:      0    0     0     0  481     0     0    0     0     2    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0 3754     0     0 3424    54     0    0     0   511   96   250
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 3754     0     0 3424    54     0    0     0   511   96   250
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0 3754     0     0 3424    54     0    0     0   511   96   250
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 3754     0     0 3424    54     0    0     0   562   96   275
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 4.00  1.00  0.00 4.00  1.00  0.00 0.00  0.00  1.71 0.29  2.00
Final Sat.:     0 6000  1500     0 6000  1500     0    0     0  2562  438  3000
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.63  0.00  0.00 0.57  0.04  0.00 0.00  0.00  0.22 0.22  0.09
Crit Vol:          939           0                        0          329
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):        0.743
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       56                Level Of Service:                 C
*******************************************************************************
Street Name:        405 NORTH OFF RAMP                  CENTURY BLVD
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted        Permitted        Permitted
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  0  0  1    0  0  0  0  1    1  0  2  1  1    0  0  2  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 4 Aug 2004 << Employee PM
Base Vol:     708    0   368     0    0    42    26 1914   602     0  968    15
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  708    0   368     0    0    42    26 1914   602     0  968    15
Added Vol:      4    0     0     0    0     0     0  118    24     0    2     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  712    0   368     0    0    42    26 2032   626     0  970    15
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   712    0   368     0    0    42    26 2032   626     0  970    15
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  712    0   368     0    0    42    26 2032   626     0  970    15
PCE Adj:     1.00 1.00  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.:   783    0   368     0    0    42    26 2032   689     0  970    15
------------|---------------||---------------||---------------||---------------|
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 4481  1519     0 4431    69
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.26 0.00  0.25  0.00 0.00  0.03  0.02 0.45  0.45  0.00 0.22  0.22
Crit Vol:     392                      42        680           0
Crit Moves:  ****                     ****      ****        ****
*******************************************************************************
```

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                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
*******************************************************************************
Intersection #47 IMPERIAL HWY. @ DOUGLAS ST.
*******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.783
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      105               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  1    1  0  2  1  0    2  0  2  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     165   25   417    59   34    15    22 1638   160   131  607    37
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  165   25   417    59   34    15    22 1638   160   131  607    37
Added Vol:      0    0     0     0    0     0     0  198     3     0    9     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  165   25   417    59   34    15    22 1836   163   131  616    37
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   165   25   417    59   34    15    22 1836   163   131  616    37
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  165   25   417    59   34    15    22 1836   163   131  616    37
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.10  1.10 1.00  1.10  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:   165   25   459    65   34    17    22 1836   163   144  616    37
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  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  1.69 0.31  1.00  1.00 2.76  0.24  2.00 2.83  0.17
Final Sat.:  1375 1375  2750  2320  430  1375  1375 3789   336  2750 3891   234
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.12 0.02  0.17  0.03 0.08  0.01  0.02 0.48  0.48  0.05 0.16  0.16
Crit Vol:                229        109              666          72
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):        0.770
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       63                 Level Of Service:                  C
*******************************************************************************
Street Name:       Sepulveda Boulevard               H. Hughes Parkway
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted        Permitted        Permitted
Rights:            Ignore           Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  4  0  1    2  0  3  0  0    0  0  0  0  0    3  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0 1527   710   616 2699     0     0    0     0   676    0   111
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0 1527   710   616 2699     0     0    0     0   676    0   111
Added Vol:      0   62   217     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 1589   927   616 2704     0     0    0     0   693    0   111
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 1589     0   616 2704     0     0    0     0   693    0   111
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0 1589     0   616 2704     0     0    0     0   693    0   111
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 1589     0   678 2704     0     0    0     0   762    0   111
------------|---------------||---------------||---------------||---------------|
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 0.26  0.00  0.23 0.60  0.00  0.00 0.00  0.00  0.17 0.00  0.07
Crit Vol:       0                 901                 0          254
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):        0.828
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      132               Level Of Service:                 D
*******************************************************************************
Street Name:         La CIENEGA BLVD.                 IMPERIAL HWY.
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  1  1  1    2  0  1  1  1    2  0  3  0  2    2  0  3  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      68  216   738   421  412   260   243 1375   157    45  393   179
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   68  216   738   421  412   260   243 1375   157    45  393   179
Added Vol:      0    0     0     0    0    21     0   52    23     0   26     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   68  216   738   421  412   281   243 1427   180    45  419   179
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    68  216   738   421  412   281   243 1427   180    45  419   179
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   68  216   738   421  412   281   243 1427   180    45  419   179
PCE Adj:     1.00 1.00  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.:    75  216   812   463  412   309   267 1427   198    50  419   197
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 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 1.71  1.29  2.00 3.00  2.00  2.00 3.00  2.00
Final Sat.:  2750 1375  2750  2750 2357  1768  2750 4125  2750  2750 4125  2750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.16  0.30  0.17 0.17  0.17  0.10 0.35  0.07  0.02 0.10  0.07
Crit Vol:               406   232                 476          25
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):        0.911
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180                Level Of Service:                 E
*******************************************************************************
Street Name:           MAIN STREET                      IMPERIAL HWY
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase        Permitted       Protected
Rights:           Ignore           Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  1  0  0  1    0  0  1! 0  0    1  0  2  0  1    2  0  2  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     244    0   478     5    1     1     0 1132   419   623  793     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:  244    0   478     5    1     1     0 1132   419   623  793     2
Added Vol:      0    0     0     0    0     0     0  497     1     0  232     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  244    0   478     5    1     1     0 1629   420   623 1025     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:   244    0     0     5    1     1     0 1629   420   623 1025     2
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  244    0     0     5    1     1     0 1629   420   623 1025     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.:   268    0     0     5    1     1     0 1629   420   685 1025     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  0.72 0.14  0.14  1.00 2.00  1.00  2.00 2.00  1.00
Final Sat.:  2850    0  1425  1018  204   204  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 0.57  0.29  0.24 0.36  0.00
Crit Vol:     134                  7              815          343
Crit Moves:  ****                ****           ****         ****
*******************************************************************************
```

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                              T2/T3 Primary Lot
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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):        0.795
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       91                Level Of Service:                  C
*******************************************************************************
Street Name:    PERSHING DR./HYPERION DWY.              IMPERIAL HWY
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Protected         Permitted
Rights:           Include          Include          Include           Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  0  1  0    2  0  0  0  1    2  0  2  0  0    1  0  2  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    4     7   970    0   219   163  459     0     1  451   607
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    4     7   970    0   219   163  459     0     1  451   607
Added Vol:      0    0     0   498    0     0     0    0     0     0    0   233
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0    4     7  1468    0   219   163  459     0     1  451   840
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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    4     7  1468    0   219   163  459     0     1  451   840
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0    4     7  1468    0   219   163  459     0     1  451   840
PCE Adj:     1.00 1.00  1.00  1.00 1.00  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    4     7  1615    0   219   179  459     0     1  451   924
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 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 0.36  0.64  2.00 0.00  1.00  2.00 2.00  0.00  1.00 2.00  2.00
Final Sat.:     0  518   907  2850    0  1425  2850 2850     0  1425 2850  2850
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.01  0.01  0.57 0.00  0.15  0.06 0.16  0.00  0.00 0.16  0.32
Crit Vol:                11   807              90                   226
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):        1.547
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:     153 1921  1076   730 2560    17   249  391   183   169  361   418
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  153 1921  1076   730 2560    17   249  391   183   169  361   418
Added Vol:      4    0     0   161   50     0    11   43     0     1    8     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  157 1921  1076   891 2610    17   260  434   183   170  369   418
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   157 1921  1076   891 2610    17   260  434   183   170  369   418
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  157 1921  1076   891 2610    17   260  434   183   170  369   418
PCE Adj:     1.00 1.00  1.00  1.00 1.00  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.:   157 1921  1076   980 2610    17   286  434   183   187  369   418
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  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 5464    36  2750 4125  1375  2750 4125  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.11 0.47  0.78  0.36 0.48  0.48  0.10 0.11  0.13  0.07 0.09  0.30
Crit Vol:               1076   490              143                        418
Crit Moves:             ****  ****             ****                       ****
*******************************************************************************
```

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           Circular 212 Planning Method (Future Volume Alternative)
*******************************************************************************
Intersection #73 IMPERIAL HWY @ NASH ST.
*******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.528
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       39               Level Of Service:                  A
*******************************************************************************
Street Name:  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:     135    0   270   106  191   195     0 1060    61    38  826     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  135    0   270   106  191   195     0 1060    61    38  826     0
Added Vol:      0    0     0     0    0     0     0  201     3     0    9     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  135    0   270   106  191   195     0 1261    64    38  835     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   135    0   270   106  191   195     0 1261    64    38  835     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  135    0   270   106  191   195     0 1261    64    38  835     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.:   135    0   297   117  191   215     0 1261    64    42  835     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 1927  2348     0 4069   206  2850 4275     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.09 0.00  0.10  0.08 0.10  0.09  0.00 0.31  0.31  0.01 0.20  0.00
Crit Vol:                149        141              442          21
Crit Moves:             ****       ****             ****         ****
*******************************************************************************
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-------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
*******************************************************************************
Intersection #74 IMPERIAL HWY. @  105 RAMP
*******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.719
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       66                Level Of Service:                  C
*******************************************************************************
Street Name:             / 105 RAMP                      IMPERIAL HWY.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase        Permitted       Protected
Rights:            Ovl              Ovl              Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  0  0  2    0  0  0  0  0    0  0  2  1  1    2  0  2  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     544    0   216     0    0     0     0 1690   520   149  667     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:  544    0   216     0    0     0     0 1690   520   149  667     0
Added Vol:     31    0     0     0    0     0     0   75   152     0   47     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  575    0   216     0    0     0     0 1765   672   149  714     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:   575    0   216     0    0     0     0 1765   672   149  714     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  575    0   216     0    0     0     0 1765   672   149  714     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.:   633    0   238     0    0     0     0 1765   739   164  714     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 2.82  1.18  2.00 2.00  0.00
Final Sat.:  2850    0  2850     0    0     0     0 4017  1683  2850 2850     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.22 0.00  0.08  0.00 0.00  0.00  0.00 0.44  0.44  0.06 0.25  0.00
Crit Vol:     316                    0              626           82
Crit Moves:  ****                                 ****         ****
*******************************************************************************
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                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
*******************************************************************************
Intersection #75 IMPERIAL HWY. @ 405 NORTH RAMP
*******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.895
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      178               Level Of Service:                  D
*******************************************************************************
Street Name:          405 NORTH RAMP                    IMPERIAL HWY
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Permitted         Permitted
Rights:           Include          Include          Ignore            Ignore
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1! 0  0    0  0  0  0  0    0  0  2  1  1    0  0  2  1  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     179    0   309     0    0     0     0 2849   302     0  467   254
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  179    0   309     0    0     0     0 2849   302     0  467   254
Added Vol:      0    0     0     0    0     0     0   52     0     0   26     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  179    0   309     0    0     0     0 2901   302     0  493   254
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:   179    0   309     0    0     0     0 2901     0     0  493     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  179    0   309     0    0     0     0 2901     0     0  493     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.:   197    0   309     0    0     0     0 2901     0     0  493     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 0.00  1.00  0.00 0.00  0.00  0.00 3.00  1.00  0.00 3.00  1.00
Final Sat.:  1425    0  1425     0    0     0     0 4275  1425     0 4275  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.14 0.00  0.22  0.00 0.00  0.00  0.00 0.68  0.00  0.00 0.12  0.00
Crit Vol:                309          0                967          0
Crit Moves:             ****                          ****        ****
*******************************************************************************
```

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                              T2/T3 Primary Lot
-------------------------------------------------------------------------------
                     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):        0.638
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       51                Level Of Service:                 B
*******************************************************************************
Street Name:         La CIENEGA BLVD.                    LENNOX BLVD
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted      Permit+Prot      Split Phase      Split Phase
Rights:             Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  1  1  0    1  0  2  1  0    0  0  0  0  0    1  1  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  590   384   337  768     5     0    0     0    76    0    84
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  590   384   337  768     5     0    0     0    76    0    84
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  590   384   338  775     5     0    0     0    76    0    84
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  590   384   338  775     5     0    0     0    76    0    84
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  590   384   338  775     5     0    0     0    76    0    84
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     0  590   384   338  775     5     0    0     0    84    0    84
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 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 1726  1124  1425 4248    27     0    0     0  2850    0  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.34  0.34  0.24 0.18  0.18  0.00 0.00  0.00  0.03 0.00  0.06
Crit Vol:          487         338                      0                    84
Crit Moves:       ****        ****                                          ****
*******************************************************************************


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                              T2/T3 Primary Lot
-------------------------------------------------------------------------------
                     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):        0.394
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       31               Level Of Service:                  A
*******************************************************************************
Street Name:         La CIENEGA BLVD.                  / 111TH STREET
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted      Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  0  0    0  0  2  1  0    2  0  0  0  1    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      57  830     0     0  903    72   122    0   146     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:   57  830     0     0  903    72   122    0   146     0    0     0
Added Vol:      0    0     0     0    7     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   57  830     0     0  910    72   122    0   146     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:    57  830     0     0  910    72   122    0   146     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   57  830     0     0  910    72   122    0   146     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.:    57  830     0     0  910    72   134    0   146     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 3962   313  2850    0  1425     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.29  0.00  0.00 0.23  0.23  0.05 0.00  0.10  0.00 0.00  0.00
Crit Vol:          415           0                          146           0
Crit Moves:       ****         ****                       ****
*******************************************************************************
```

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-------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
*******************************************************************************
Intersection #96 La CIENEGA BLVD. @ 405 S/B RAPM
*******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.874
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      148                Level Of Service:                 D
*******************************************************************************
Street Name:         La CIENEGA BLVD.                   405 N/B RAPM
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted      Split Phase      Split Phase
Rights:             Ovl              Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  1  1  1    1  0  2  0  0    0  0  0  0  0    1  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  658    68   211  838     0     0    0     0   926    0   392
Growth Adj:  1.00 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  658    68   211  838     0     0    0     0   926    0   392
Added Vol:      0    0     0     0    1     0     0    0     0     0    0     1
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0  658    68   211  839     0     0    0     0   926    0   393
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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  658    68   211  839     0     0    0     0   926    0   393
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  658    68   211  839     0     0    0     0   926    0   393
PCE Adj:     1.00 1.00  1.00  1.00 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  658    75   211  839     0     0    0     0  1019    0   393
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 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 xxxx  0.56
Final Sat.:     0 2850  1425  1425 2850     0     0    0     0  2057    0   793
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.23  0.05  0.15 0.29  0.00  0.00 0.00  0.00  0.50 0.00  0.50
Crit Vol:          329         211                      0                    706
Crit Moves:       ****        ****                                          ****
*******************************************************************************
```

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                              T2/T3 Primary Lot
-------------------------------------------------------------------------------
                     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):        0.470
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       43               Level Of Service:                  A
*******************************************************************************
Street Name:         La CIENEGA BLVD.                   405 S/B RAMP
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include          Include          Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  1  1  0    2  0  1  1  0    0  0  0  0  1    0  0  0  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  692    41   382  912     1     0    0     2     0    0   446
Growth Adj:  1.00 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  692    41   382  912     1     0    0     2     0    0   446
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  692    41   504  919     1     0    0     2     0    0   446
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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  692    41   504  919     1     0    0     2     0    0   446
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  692    41   504  919     1     0    0     2     0    0   446
PCE Adj:     1.00 1.00  1.00  1.00 1.00  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  692    41   554  919     1     0    0     2     0    0   491
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 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 2596   154  2750 2747     3     0    0  1375     0    0  2750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.27  0.27  0.20 0.33  0.33  0.00 0.00  0.00  0.00 0.00  0.18
Crit Vol:          367         277                            2          0
Crit Moves:       ****        ****                         ****       ****
*******************************************************************************
```

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-------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
*******************************************************************************
Intersection #98 La CIENEGA BLVD. @ 405 S/B RAMP
*******************************************************************************
Cycle (sec):        100                 Critical Vol./Cap. (X):        0.395
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       31                 Level Of Service:                  A
*******************************************************************************
Street Name:         La CIENEGA BLVD.                    405 S/B RAMP
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted      Split Phase      Split Phase
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  0  1    1  0  2  1  0    0  0  0  0  1    2  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      28  657    32    71  956     4     0    0    12   245    0   245
Growth Adj:  1.00 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  657    32    71  956     4     0    0    12   245    0   245
Added Vol:      0    0     0     6    1     0     0    0     0    20    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   28  657    32    77  957     4     0    0    12   265    0   245
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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  657    32    77  957     4     0    0    12   265    0   245
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   28  657    32    77  957     4     0    0    12   265    0   245
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  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.:    28  657    32    77  957     4     0    0    12   292    0   245
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  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 4257    18     0    0  1425  2850    0  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.23  0.02  0.05 0.22  0.22  0.00 0.00  0.01  0.10 0.00  0.17
Crit Vol:          329          77                           12   146
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):        0.955
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180               Level Of Service:                 E
*******************************************************************************
Street Name:       Sepulveda Boulevard              La Tijera Boulevard
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit      Prot+Permit      Prot+Permit      Prot+Permit
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    1  0  3  0  1    1  0  2  0  1    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     133 1356   241   125 1857   153   142  384   106   353  287    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:  133 1356   241   125 1857   153   142  384   106   353  287    73
Added Vol:      0  242     0     0   22     0    36   10    95     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  133 1598   241   125 1879   153   178  394   201   353  287    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:   133 1598   241   125 1879   153   178  394   201   353  287    73
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  133 1598   241   125 1879   153   178  394   201   353  287    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  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   133 1598   241   125 1879   153   178  394   201   353  287    73
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  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:     0.10 0.39  0.18  0.09 0.46  0.11  0.13 0.14  0.15  0.26 0.13  0.13
Crit Vol:     133                626                  201   353
Crit Moves:  ****                ****                 ****  ****
*******************************************************************************
```

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                              T2/T3 Primary Lot
-------------------------------------------------------------------------------
                     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):        1.183
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180                Level Of Service:                  F
*******************************************************************************
Street Name:       SEPULVEDA BOULEVARD               LINCOLN BOULEVARD
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected         Permitted         Permitted         Permitted
Rights:           Include           Include           Include           Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        4  0  2  1  0    0  0  3  1  0    0  0  0  0  4    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:    1653 2136     0     0 2246    45     0    0  1952     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: 1653 2136     0     0 2246    45     0    0  1952     0    0     0
Added Vol:      0    0     0     0  452     0     0    0    29     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut: 1653 2136     0     0 2698    45     0    0  1981     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:  1653 2136     0     0 2698    45     0    0  1981     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol: 1653 2136     0     0 2698    45     0    0  1981     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.:  1818 2136     0     0 2698    45     0    0  2179     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 5606    94     0    0  5700     0 1425     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.32 0.50  0.00  0.00 0.48  0.48  0.00 0.00  0.38  0.00 0.00  0.00
Crit Vol:     455                686                   545     0
Crit Moves:  ****                ****                  ****
*******************************************************************************


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                              T2/T3 Primary Lot
-------------------------------------------------------------------------------
                     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):        1.081
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180               Level Of Service:                 F
*******************************************************************************
Street Name:       Sepulveda Boulevard              Manchester Avenue
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit      Prot+Permit       Protected       Prot+Permit
Rights:            Ovl              Ovl              Ovl              Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    1  0  3  0  1    2  0  2  0  1    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     182 1438   127   373 1922   296   237  846   140   118  562   219
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  182 1438   127   373 1922   296   237  846   140   118  562   219
Added Vol:      0  279     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:  182 1717   127   373 1944   296   237  846   140   118  562   219
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   182 1717   127   373 1944   296   237  846   140   118  562   219
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  182 1717   127   373 1944   296   237  846   140   118  562   219
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  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.:   182 1717   127   373 1944   296   261  846   140   118  562   219
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  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 1979   771
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.13 0.42  0.09  0.27 0.47  0.22  0.09 0.31  0.10  0.09 0.28  0.28
Crit Vol:          572         373                  423         118
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):        0.634
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       51                 Level Of Service:                 B
*******************************************************************************
Street Name:          Pershing Drive                 Westchester Parkway
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted       Protected         Permitted        Permitted
Rights:             Include          Include           Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  2  0  1    1  0  2  0  0    0  0  0  0  0    2  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  617   339    81  684     0     0    0     0   204    0   118
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  617   339    81  684     0     0    0     0   204    0   118
Added Vol:      0    0   241     0    0     0     0    0     0   237    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0  617   580    81  684     0     0    0     0   441    0   118
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  617   580    81  684     0     0    0     0   441    0   118
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  617   580    81  684     0     0    0     0   441    0   118
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     0  617   580    81  684     0     0    0     0   485    0   118
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       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 0.22  0.41  0.06 0.24  0.00  0.00 0.00  0.00  0.17 0.00  0.08
Crit Vol:               580    81                      0         243
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):        1.237
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180                Level Of Service:                  F
*******************************************************************************
Street Name:       Sepulveda Boulevard              Westchester Parkway
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit      Prot+Permit      Prot+Permit      Prot+Permit
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    1  0  3  0  1    1  0  1  1  0    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     207 1717    80   231 2132    71    68  296   109   286  310   224
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  207 1717    80   231 2132    71    68  296   109   286  310   224
Added Vol:      0    0     0     0   95    22   236    0   357     0    0     7
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  207 1717    80   231 2227    93   304  296   466   286  310   231
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   207 1717    80   231 2227    93   304  296   466   286  310   231
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  207 1717    80   231 2227    93   304  296   466   286  310   231
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   207 1717    80   231 2227    93   304  296   466   286  310   231
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  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 1.15  0.85
Final Sat.:  1375 4125  1375  1375 4125  1375  1375 1375  1375  1375 1576  1174
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.15 0.42  0.06  0.17 0.54  0.07  0.22 0.22  0.34  0.21 0.20  0.20
Crit Vol:     207                742                  466   286
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):        0.654
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       42                Level Of Service:                 B
*******************************************************************************
Street Name:       Sepulveda Boulevard                 76th/77th Street
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted        Permitted        Permitted
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    1  0  3  0  1    2  0  1  0  1    1  0  1  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      70 1768    41   135 1498   353   204   41    58    25   51    38
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   70 1768    41   135 1498   353   204   41    58    25   51    38
Added Vol:      0  279     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:   70 2047    41   135 1520   353   204   41    58    25   51    38
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    70 2047    41   135 1520   353   204   41    58    25   51    38
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   70 2047    41   135 1520   353   204   41    58    25   51    38
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00
Final Vol.:    70 2047    41   135 1520   353   224   41    58    25   51    38
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 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:     0.05 0.45  0.03  0.09 0.34  0.24  0.07 0.03  0.04  0.02 0.03  0.03
Crit Vol:          682         135              112                   51
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):        0.671
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       44               Level Of Service:                  B
*******************************************************************************
Street Name:       Sepulveda Boulevard               79th/80th Street
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  1  0    1  0  3  0  1    1  0  1  0  1    1  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      93 1965    37    38 1542   201   123   64    91    31   52    33
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   93 1965    37    38 1542   201   123   64    91    31   52    33
Added Vol:      0  279     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:   93 2244    37    38 1564   201   123   64    91    31   52    33
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    93 2244    37    38 1564   201   123   64    91    31   52    33
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   93 2244    37    38 1564   201   123   64    91    31   52    33
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:    93 2244    37    38 1564   201   123   64    91    31   52    33
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.95  0.05  1.00 3.00  1.00  1.00 1.00  1.00  1.00 0.61  0.39
Final Sat.:  1500 4427    73  1500 4500  1500  1500 1500  1500  1500  918   582
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.06 0.51  0.51  0.03 0.35  0.13  0.08 0.04  0.06  0.02 0.06  0.06
Crit Vol:          760           38              123                    85
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):        0.621
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       38                Level Of Service:                 B
*******************************************************************************
Street Name:       Sepulveda Boulevard                  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:      57 1955    18    45 1588    57    51   46    30     9   32    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:   57 1955    18    45 1588    57    51   46    30     9   32    28
Added Vol:      0  279     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:   57 2234    18    45 1610    57    51   46    30     9   32    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:    57 2234    18    45 1610    57    51   46    30     9   32    28
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   57 2234    18    45 1610    57    51   46    30     9   32    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.:    57 2234    18    45 1610    57    51   46    30     9   32    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 2.98  0.02  1.00 2.90  0.10  0.40 0.36  0.24  1.00 0.53  0.47
Final Sat.:  1500 4464    36  1500 4346   154   602  543   354  1500  800   700
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.50  0.50  0.03 0.37  0.37  0.08 0.08  0.08  0.01 0.04  0.04
Crit Vol:          751          45                   127          9
Crit Moves:       ****         ****                 ****         ****
*******************************************************************************
```

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```
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-------------------------------------------------------------------------------
                              T2/T3 Primary Lot
-------------------------------------------------------------------------------
                     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):        0.508
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.                  104 TH STREET
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit        Permitted         Permitted         Permitted
Rights:           Include           Include           Include           Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1  1  0    1  0  2  1  0    1  0  1  0  1    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     129  615    13    50  837    57    96    4   288     7    1    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:  129  615    13    50  837    57    96    4   288     7    1    12
Added Vol:      0    0     0     0    7     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  129  615    13    50  844    57    96    4   288     7    1    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:   129  615    13    50  844    57    96    4   288     7    1    12
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  129  615    13    50  844    57    96    4   288     7    1    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.:   129  615    13    50  844    57    96    4   288     7    1    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 1.96  0.04  1.00 2.81  0.19  1.00 1.00  1.00  0.35 0.05  0.60
Final Sat.:  1425 2791    59  1425 4005   270  1425 1425  1425   499   71   855
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.09 0.22  0.22  0.04 0.21  0.21  0.07 0.00  0.20  0.01 0.01  0.01
Crit Vol:     129                300                 288     7
Crit Moves:  ****                ****                ****  ****
*******************************************************************************
```

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```
Future 2019 w/ Proj-AM Peak        Thu May 25, 2017 15:11:37                 Page 1-1
--------------------------------------------------------------------------------
                              T2/T3 Primary Lot
--------------------------------------------------------------------------------
                               Scenario Report
Scenario:             Future 2019 w/ 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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```
Future 2019 w/ Proj-AM Peak        Thu May 25, 2017 15:11:37                  Page 4-1
-------------------------------------------------------------------------------
                              T2/T3 Primary Lot
-------------------------------------------------------------------------------
                     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):        0.762
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       96                 Level Of Service:                   C
*******************************************************************************
Street Name:          AVIATION BLVD.                    CENTURY BLVD.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  1  1  0    2  0  2  0  1    1  0  3  1  0    1  0  3  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:     582  603    67    58  352   183   131  997   245    61 1273    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:  582  603    67    58  352   183   131  997   245    61 1273    92
Added Vol:     73   10     0     7    5     0     3   89    77     0  125    10
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  655  613    67    65  357   183   134 1086   322    61 1398   102
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   655  613    67    65  357   183   134 1086   322    61 1398   102
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  655  613    67    65  357   183   134 1086   322    61 1398   102
PCE Adj:     1.00 1.00  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.:   721  613    67    72  357   183   134 1086   322    61 1398   102
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 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 2479   271  2750 2750  1375  1375 4242  1258  1375 5126   374
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.26 0.25  0.25  0.03 0.13  0.13  0.10 0.26  0.26  0.04 0.27  0.27
Crit Vol:     360                  178         134                  375
Crit Moves:  ****                 ****        ****                 ****
*******************************************************************************
```

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-------------------------------------------------------------------------------
                              T2/T3 Primary Lot
-------------------------------------------------------------------------------
                     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):        0.891
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180                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:     300  572   112   232  301   214   136  247    65   251 1074   782
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  300  572   112   232  301   214   136  247    65   251 1074   782
Added Vol:     20    1     0    74    3     5     0   13     0     0  183    82
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  320  573   112   306  304   219   136  260    65   251 1257   864
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   320  573   112   306  304   219   136  260    65   251 1257   864
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  320  573   112   306  304   219   136  260    65   251 1257   864
PCE Adj:     1.00 1.00  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.:   352  573   112   337  304   241   150  260    65   276 1257   864
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 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 2.40  0.60  2.00 3.00  1.00
Final Sat.:  2750 2750  1375  2750 2301  1824  2750 3300   825  2750 4125  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.13 0.21  0.08  0.12 0.13  0.13  0.05 0.08  0.08  0.10 0.30  0.63
Crit Vol:          287           0              75                          864
Crit Moves:       ****         ****            ****                        ****
*******************************************************************************
```

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------------------------------------------------------------------------------
                              T2/T3 Primary Lot
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #19 AVIATION BLVD. @ 111TH
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.679
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       71               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  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:      33 1497    24    32  698    61    43   33    31    27   56    59
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   33 1497    24    32  698    61    43   33    31    27   56    59
Added Vol:      0   83     0     0   82     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   33 1580    24    32  780    61    43   33    31    27   56    59
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    33 1580    24    32  780    61    43   33    31    27   56    59
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   33 1580    24    32  780    61    43   33    31    27   56    59
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:    33 1580    24    32  780    61    43   33    31    27   56    59
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.97  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 2551   199  1375  709   666  1375 1375  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.58  0.58  0.02 0.31  0.31  0.03 0.05  0.05  0.02 0.04  0.04
Crit Vol:          802          32               43                   56
Crit Moves:       ****         ****             ****                 ****
******************************************************************************
```

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-------------------------------------------------------------------------------
                              T2/T3 Primary Lot
-------------------------------------------------------------------------------
                     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):        0.942
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180                Level Of Service:                 E
*******************************************************************************
Street Name:         La CIENEGA BLVD.                   CENTURY BLVD.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit      Prot+Permit      Prot+Permit      Prot+Permit
Rights:            Ovl              Ovl              Ovl              Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  0  2    1  0  2  0  2    1  0  3  0  1    1  0  3  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     225  613   182   187  356   484    90  532   320   330 1775   898
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  225  613   182   187  356   484    90  532   320   330 1775   898
Added Vol:      7    0     0     0    4     0     1   58    37     0  128     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  232  613   182   187  360   484    91  590   357   330 1903   898
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   232  613   182   187  360   484    91  590   357   330 1903   898
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  232  613   182   187  360   484    91  590   357   330 1903   898
PCE Adj:     1.00 1.00  1.00  1.00 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.:   232  613   200   187  360   532    91  590   357   330 1903   898
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  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:     0.17 0.22  0.07  0.14 0.13  0.19  0.07 0.14  0.26  0.24 0.46  0.65
Crit Vol:          307           0              91                        898
Crit Moves:       ****         ****            ****                      ****
*******************************************************************************
```

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Future 2019 w/ Proj-AM Peak        Thu May 25, 2017 15:11:37                 Page 8-1
-------------------------------------------------------------------------------
                              T2/T3 Primary Lot
-------------------------------------------------------------------------------
                     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):        1.012
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180               Level Of Service:                  F
*******************************************************************************
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 4649     0     0 1701    36     0    0     0   410   70   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:    0 4649     0     0 1701    36     0    0     0   410   70   347
Added Vol:      0  268     0     0    5     0     0    0     0    41   12   123
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0 4917     0     0 1706    36     0    0     0   451   82   470
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 4917     0     0 1706    36     0    0     0   451   82   470
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0 4917     0     0 1706    36     0    0     0   451   82   470
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 4917     0     0 1706    36     0    0     0   496   82   517
------------|---------------||---------------||---------------||---------------|
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  1.72 0.28  2.00
Final Sat.:     0 6000  1500     0 6000  1500     0    0     0  2574  426  3000
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.82  0.00  0.00 0.28  0.02  0.00 0.00  0.00  0.19 0.19  0.17
Crit Vol:         1229           0                        0         289
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):        1.010
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180                Level Of Service:                 F
*******************************************************************************
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:    1285    0   393     0    0    26     5  614   200     0 2191     7
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse: 1285    0   393     0    0    26     5  614   200     0 2191     7
Added Vol:      9    0     0     0    0     0     0    4    54     0  118     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut: 1294    0   393     0    0    26     5  618   254     0 2309     7
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:  1294    0   393     0    0    26     5  618   254     0 2309     7
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol: 1294    0   393     0    0    26     5  618   254     0 2309     7
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.10  1.00 1.00  1.00
Final Vol.:  1423    0   393     0    0    26     5  618   279     0 2309     7
------------|---------------||---------------||---------------||---------------|
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 2.75  1.25  0.00 2.99  0.01
Final Sat.:  3000    0  1500     0    0  1500  1500 4132  1868     0 4486    14
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.47 0.00  0.26  0.00 0.00  0.02  0.00 0.15  0.15  0.00 0.51  0.51
Crit Vol:     712                      26     5                   772
Crit Moves:  ****                     ****  ****                 ****
*******************************************************************************
```

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                              T2/T3 Primary Lot
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                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
*******************************************************************************
Intersection #47 IMPERIAL HWY. @ DOUGLAS ST.
*******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.543
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       50               Level Of Service:                  A
*******************************************************************************
Street Name:          DOUGLAS STREET                  IMPERIAL HWY.
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1  0  2    1  0  1! 0  1    1  0  2  1  0    2  0  2  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:      77   14    83    42   45    10    34  439   200   385 1422    58
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   77   14    83    42   45    10    34  439   200   385 1422    58
Added Vol:      3    0     0     0    0     0     0   13     0     0  208     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   80   14    83    42   45    10    34  452   200   385 1630    58
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    80   14    83    42   45    10    34  452   200   385 1630    58
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   80   14    83    42   45    10    34  452   200   385 1630    58
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.10  1.10 1.00  1.10  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:    80   14    91    46   45    11    34  452   200   424 1630    58
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  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  1.36 0.64  1.00  1.00 2.08  0.92  2.00 2.90  0.10
Final Sat.:  1375 1375  2750  1865  885  1375  1375 2860  1265  2750 3983   142
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.06 0.01  0.03  0.02 0.05  0.01  0.02 0.16  0.16  0.15 0.41  0.41
Crit Vol:      80                  70          34                  563
Crit Moves:  ****                ****        ****                ****
*******************************************************************************
```

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                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
*******************************************************************************
Intersection #65 SEPULVEDA @ H. HUGHES PARKWAY
*******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.840
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       90                Level Of Service:                 D
*******************************************************************************
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 3157  1112   150  987     0     0    0     0   840    0   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:    0 3157  1112   150  987     0     0    0     0   840    0   145
Added Vol:      0    9     2     0   62     0     0    0     0   211    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0 3166  1114   150 1049     0     0    0     0  1051    0   145
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 3166     0   150 1049     0     0    0     0  1051    0   145
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0 3166     0   150 1049     0     0    0     0  1051    0   145
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 3166     0   165 1049     0     0    0     0  1156    0   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:       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 0.53  0.00  0.06 0.23  0.00  0.00 0.00  0.00  0.26 0.00  0.10
Crit Vol:          791          83                       0          385
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):        0.604
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       58               Level Of Service:                   B
*******************************************************************************
Street Name:         La CIENEGA BLVD.                 IMPERIAL HWY.
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  1  1  1    2  0  1  1  1    2  0  3  0  2    2  0  3  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:      79  307   145   101  202   345   316  211   146   106  951   696
Growth Adj:  1.00 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  307   145   101  202   345   316  211   146   106  951   696
Added Vol:      1    0     0     4    0    43    18    7    22     0   67    11
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   80  307   145   105  202   388   334  218   168   106 1018   707
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    80  307   145   105  202   388   334  218   168   106 1018   707
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   80  307   145   105  202   388   334  218   168   106 1018   707
PCE Adj:     1.00 1.00  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.:    88  307   160   116  202   427   367  218   185   117 1018   778
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 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 2715  1410  2750 1375  2750  2750 4125  2750  2750 4125  2750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.11  0.11  0.04 0.15  0.16  0.13 0.05  0.07  0.04 0.25  0.28
Crit Vol:      44                       213   184                       389
Crit Moves:  ****                     ****  ****                     ****
*******************************************************************************
```

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           Circular 212 Planning Method (Future Volume Alternative)
*******************************************************************************
Intersection #68 IMPERIAL HWY @MAIN STREET
*******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        1.258
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180                Level Of Service:                  F
*******************************************************************************
Street Name:           MAIN STREET                      IMPERIAL HWY
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase        Permitted       Protected
Rights:           Ignore           Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  1  0  0  1    0  0  0  0  1    1  0  2  0  1    2  0  2  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:     507    1   604     0    0     5     0  906   225   547 1409     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:  507    1   604     0    0     5     0  906   225   547 1409     1
Added Vol:      0    0     1     0    0     0     0  178     0     0  524     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  507    1   605     0    0     5     0 1084   225   547 1933     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:   507    1     0     0    0     5     0 1084   225   547 1933     1
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  507    1     0     0    0     5     0 1084   225   547 1933     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.:   558    1     0     0    0     5     0 1084   225   602 1933     1
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.99 0.01  1.00  0.00 0.00  1.00  1.00 2.00  1.00  2.00 2.00  1.00
Final Sat.:  2845    5  1425     0    0  1425  1425 2850  1425  2850 2850  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.20 0.20  0.00  0.00 0.00  0.00  0.00 0.38  0.16  0.21 0.68  0.00
Crit Vol:     279                        5        542              967
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):        0.598
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       46               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     4   788    0    92   208  341     1     8  404  1475
Growth Adj:  1.00 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     4   788    0    92   208  341     1     8  404  1475
Added Vol:      0    0     0   178    0     0     0    0     0     0    0   525
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0    1     4   966    0    92   208  341     1     8  404  2000
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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     4   966    0    92   208  341     1     8  404  2000
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0    1     4   966    0    92   208  341     1     8  404  2000
PCE Adj:     1.00 1.00  1.00  1.00 1.00  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     4  1063    0    92   229  341     1     8  404  2200
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 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 0.20  0.80  2.00 0.00  1.00  2.00 1.99  0.01  1.00 2.00  2.00
Final Sat.:     0  285  1140  2850    0  1425  2850 2842     8  1425 2850  2850
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.00  0.37 0.00  0.06  0.08 0.12  0.12  0.01 0.14  0.77
Crit Vol:           5          531               114                   202
Crit Moves:      ****       ****              ****                  ****
*******************************************************************************
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           Circular 212 Planning Method (Future Volume Alternative)
*******************************************************************************
Intersection #71 IMPERIAL HWY @ SEPULVEDA BL.
*******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        1.188
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:     111 1911   579   406 2322    11   261  230    69   222  250   463
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  111 1911   579   406 2322    11   261  230    69   222  250   463
Added Vol:     18   34     0     1    7     0     1   13     0     0   60   154
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  129 1945   579   407 2329    11   262  243    69   222  310   617
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   129 1945   579   407 2329    11   262  243    69   222  310   617
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  129 1945   579   407 2329    11   262  243    69   222  310   617
PCE Adj:     1.00 1.00  1.00  1.00 1.00  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.:   129 1945   579   448 2329    11   288  243    69   244  310   617
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  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 0.47  0.42  0.16 0.43  0.43  0.10 0.06  0.05  0.09 0.08  0.45
Crit Vol:          648          224              144                        617
Crit Moves:       ****         ****             ****                       ****
*******************************************************************************


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-------------------------------------------------------------------------------
                              T2/T3 Primary Lot
-------------------------------------------------------------------------------
                     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):        0.924
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180               Level Of Service:                 E
*******************************************************************************
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:      58    0    55   431 1046   578     0  658   113   262 1046     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:   58    0    55   431 1046   578     0  658   113   262 1046     0
Added Vol:      3    0     0     0    0     0     0   13     0     0  211     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   61    0    55   431 1046   578     0  671   113   262 1257     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:    61    0    55   431 1046   578     0  671   113   262 1257     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   61    0    55   431 1046   578     0  671   113   262 1257     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.:    61    0    61   474 1046   636     0  671   113   288 1257     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 0.00  2.00  1.00 1.82  1.18  0.00 2.57  0.43  2.00 3.00  0.00
Final Sat.:  1425    0  2850  1425 2590  1685     0 3659   616  2850 4275     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.00  0.02  0.33 0.40  0.38  0.00 0.18  0.18  0.10 0.29  0.00
Crit Vol:      61                576              261              419
Crit Moves:  ****                ****             ****             ****
*******************************************************************************
```

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-------------------------------------------------------------------------------
                              T2/T3 Primary Lot
-------------------------------------------------------------------------------
                     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):        1.048
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180                Level Of Service:                 F
*******************************************************************************
Street Name:             / 105 RAMP                      IMPERIAL HWY.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase        Permitted       Protected
Rights:            Ovl              Ovl              Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  0  0  2    0  0  0  0  0    0  0  2  1  1    2  0  2  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:    1113    0   370     0    0     0     0  301   364   113 1138     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: 1113    0   370     0    0     0     0  301   364   113 1138     0
Added Vol:    160    0     5     0    0     0     0   42    45     5  105     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut: 1273    0   375     0    0     0     0  343   409   118 1243     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:  1273    0   375     0    0     0     0  343   409   118 1243     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol: 1273    0   375     0    0     0     0  343   409   118 1243     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.:  1400    0   413     0    0     0     0  343   450   130 1243     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:     0.49 0.00  0.14  0.00 0.00  0.00  0.00 0.12  0.16  0.05 0.44  0.00
Crit Vol:     700                    0              172              622
Crit Moves:  ****                                 ****             ****
*******************************************************************************
```

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-------------------------------------------------------------------------------
                              T2/T3 Primary Lot
-------------------------------------------------------------------------------
                     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):        0.652
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       53               Level Of Service:                  B
*******************************************************************************
Street Name:          405 NORTH RAMP                    IMPERIAL HWY
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Permitted        Permitted
Rights:           Include          Include          Ignore           Ignore
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1! 0  0    0  0  0  0  0    0  0  2  1  1    0  0  2  1  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:     636    0    76     0    0     0     0  382    79     0 1542   576
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  636    0    76     0    0     0     0  382    79     0 1542   576
Added Vol:      4    0     0     0    0     0     0    7     4     0   74     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  640    0    76     0    0     0     0  389    83     0 1616   576
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:   640    0    76     0    0     0     0  389     0     0 1616     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  640    0    76     0    0     0     0  389     0     0 1616     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.:   704    0    76     0    0     0     0  389     0     0 1616     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.81 0.00  0.19  0.00 0.00  0.00  0.00 3.00  1.00  0.00 3.00  1.00
Final Sat.:  2572    0   278     0    0     0     0 4275  1425     0 4275  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.27 0.00  0.27  0.00 0.00  0.00  0.00 0.09  0.00  0.00 0.38  0.00
Crit Vol:     390                    0           0                   539
Crit Moves:  ****                              ****                ****
*******************************************************************************
```

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-------------------------------------------------------------------------------
                              T2/T3 Primary Lot
-------------------------------------------------------------------------------
                     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):        0.665
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       56                Level Of Service:                 B
*******************************************************************************
Street Name:         La CIENEGA BLVD.                    LENNOX BLVD
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted      Permit+Prot      Split Phase      Split Phase
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  1  1  0    1  0  2  1  0    0  0  0  0  0    1  1  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:       0 1077   101    67  433    29     0    0     0   171    0   287
Growth Adj:  1.00 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 1077   101    67  433    29     0    0     0   171    0   287
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 1084   101    67  437    29     0    0     0   171    0   288
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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 1084   101    67  437    29     0    0     0   171    0   288
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0 1084   101    67  437    29     0    0     0   171    0   288
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  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 1084   101    67  437    29     0    0     0   188    0   288
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 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 2607   243  1425 4009   266     0    0     0  2850    0  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.42  0.42  0.05 0.11  0.11  0.00 0.00  0.00  0.07 0.00  0.20
Crit Vol:          592          67                       0                  288
Crit Moves:       ****         ****                                       ****
*******************************************************************************
```

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-------------------------------------------------------------------------------
                              T2/T3 Primary Lot
-------------------------------------------------------------------------------
                     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):        0.459
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       34                Level Of Service:                  A
*******************************************************************************
Street Name:         La CIENEGA BLVD.                  / 111TH STREET
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted      Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  0  0    0  0  2  1  0    2  0  0  0  1    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:     214 1191     0     0  462   112    45    0    55     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  214 1191     0     0  462   112    45    0    55     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:  214 1198     0     0  466   112    45    0    55     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:   214 1198     0     0  466   112    45    0    55     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  214 1198     0     0  466   112    45    0    55     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.:   214 1198     0     0  466   112    50    0    55     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 3447   828  2850    0  1425     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.15 0.42  0.00  0.00 0.14  0.14  0.02 0.00  0.04  0.00 0.00  0.00
Crit Vol:          599           0                            55           0
Crit Moves:       ****         ****                         ****
*******************************************************************************
```

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-------------------------------------------------------------------------------
                              T2/T3 Primary Lot
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
*******************************************************************************
Intersection #96 La CIENEGA BLVD. @ 405 S/B RAPM
*******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        1.034
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180                Level Of Service:                 F
*******************************************************************************
Street Name:         La CIENEGA BLVD.                   405 N/B RAPM
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted      Split Phase      Split Phase
Rights:             Ovl              Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  1  1  1    1  0  2  0  0    0  0  0  0  0    1  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:       0 1926   143   144  419     0     0    0     0   586    0    87
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0 1926   143   144  419     0     0    0     0   586    0    87
Added Vol:      0    1     0     0    4     0     0    0     0     0    0     1
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0 1927   143   144  423     0     0    0     0   586    0    88
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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 1927   143   144  423     0     0    0     0   586    0    88
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0 1927   143   144  423     0     0    0     0   586    0    88
PCE Adj:     1.00 1.00  1.00  1.00 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 1927   157   144  423     0     0    0     0   645    0    88
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 2.00  1.00  1.00 2.00  0.00  0.00 0.00  0.00  1.76 0.00  0.24
Final Sat.:     0 2850  1425  1425 2850     0     0    0     0  2508    0   342
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.68  0.11  0.10 0.15  0.00  0.00 0.00  0.00  0.26 0.00  0.26
Crit Vol:          963         144                      0                   366
Crit Moves:       ****        ****                                         ****
*******************************************************************************
```

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```
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                              T2/T3 Primary Lot
-------------------------------------------------------------------------------
                     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):        0.567
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       53               Level Of Service:                  A
*******************************************************************************
Street Name:         La CIENEGA BLVD.                   405 S/B RAMP
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include          Include          Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  1  1  0    2  0  1  1  0    0  0  0  0  1    0  0  0  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  962    45   457  538    20     0    0     2     0    0   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:    0  962    45   457  538    20     0    0     2     0    0   109
Added Vol:      0    7     0    36    4     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0  969    45   493  542    20     0    0     2     0    0   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:     0  969    45   493  542    20     0    0     2     0    0   109
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  969    45   493  542    20     0    0     2     0    0   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  1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.10
Final Vol.:     0  969    45   542  542    20     0    0     2     0    0   120
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 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 2652    98     0    0  1375     0    0  2750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.37  0.37  0.20 0.20  0.20  0.00 0.00  0.00  0.00 0.00  0.04
Crit Vol:          507         271                            2          0
Crit Moves:       ****        ****                         ****       ****
*******************************************************************************
```

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                              T2/T3 Primary Lot
-------------------------------------------------------------------------------
                     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):        0.641
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       52                Level Of Service:                 B
*******************************************************************************
Street Name:         La CIENEGA BLVD.                    405 S/B RAMP
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted      Split Phase      Split Phase
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  0  1    1  0  2  1  0    0  0  1! 0  0    1  1  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:       34 1303   164    75  452     0     5    0    30   203    0    82
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    34 1303   164    75  452     0     5    0    30   203    0    82
Added Vol:      22    7     0     0    4     0     0    4    22    20    4     0
PasserByVol:     0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    56 1310   164    75  456     0     5    4    52   223    4    82
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     56 1310   164    75  456     0     5    4    52   223    4    82
Reduct Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    56 1310   164    75  456     0     5    4    52   223    4    82
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     56 1310   164    75  456     0     5    4    52   245    4    82
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:     1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  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  0.08 0.07  0.85  2.00 0.05  0.95
Final Sat.:  1425 2850  1425  1425 4275     0   117   93  1215  2850   66  1359
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.46  0.12  0.05 0.11  0.00  0.04 0.04  0.04  0.09 0.06  0.06
Crit Vol:           655          75                   61          123
Crit Moves:        ****         ****                 ****         ****
*******************************************************************************
```

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                              T2/T3 Primary Lot
-------------------------------------------------------------------------------
                     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):        0.812
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      121               Level Of Service:                 D
*******************************************************************************
Street Name:       Sepulveda Boulevard              La Tijera Boulevard
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit      Prot+Permit      Prot+Permit      Prot+Permit
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    1  0  3  0  1    1  0  2  0  1    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      48 2008   105    24 1363    45    76  156    80   341  189    33
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   48 2008   105    24 1363    45    76  156    80   341  189    33
Added Vol:      0    9     0     0  273     0     2    0     5     1    5     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   48 2017   105    24 1636    45    78  156    85   342  194    33
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    48 2017   105    24 1636    45    78  156    85   342  194    33
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   48 2017   105    24 1636    45    78  156    85   342  194    33
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:    48 2017   105    24 1636    45    78  156    85   342  194    33
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  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 2350   400
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.49  0.08  0.02 0.40  0.03  0.06 0.06  0.06  0.25 0.08  0.08
Crit Vol:          672          24                   78          342
Crit Moves:       ****         ****                 ****         ****
*******************************************************************************
```

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                              T2/T3 Primary Lot
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
*******************************************************************************
Intersection #108 SEPULVEDA BLVD. @ LINCOLN BLVD.
*******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.905
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180                Level Of Service:                 E
*******************************************************************************
Street Name:       SEPULVEDA BOULEVARD               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:    2120 2315     0     0 1486    27     0    0  1180     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: 2120 2315     0     0 1486    27     0    0  1180     0    0     0
Added Vol:     11  380     0     0    5     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut: 2131 2695     0     0 1491    27     0    0  1180     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:  2131 2695     0     0 1491    27     0    0  1180     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol: 2131 2695     0     0 1491    27     0    0  1180     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.:  2344 2695     0     0 1491    27     0    0  1298     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 5599   101     0    0  5700     0 1425     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.41 0.63  0.00  0.00 0.27  0.27  0.00 0.00  0.23  0.00 0.00  0.00
Crit Vol:     586                380                 325     0
Crit Moves:  ****                ****                ****
*******************************************************************************
```

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                              T2/T3 Primary Lot
-------------------------------------------------------------------------------
                     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):        0.995
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180               Level Of Service:                  E
*******************************************************************************
Street Name:       Sepulveda Boulevard              Manchester Avenue
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit      Prot+Permit       Protected       Prot+Permit
Rights:            Ovl              Ovl              Ovl              Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    1  0  3  0  1    2  0  2  0  1    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      79 1947    61   106 1103    87   118  268    86    57  677   413
Growth Adj:  1.00 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 1947    61   106 1103    87   118  268    86    57  677   413
Added Vol:      0   10     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:   79 1957    61   106 1376    87   118  268    86    57  677   413
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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 1957    61   106 1376    87   118  268    86    57  677   413
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   79 1957    61   106 1376    87   118  268    86    57  677   413
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  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.:    79 1957    61   106 1376    87   130  268    86    57  677   413
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  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:     0.06 0.47  0.04  0.08 0.33  0.06  0.05 0.10  0.06  0.04 0.40  0.40
Crit Vol:          652         106               65                   545
Crit Moves:       ****        ****              ****                 ****
*******************************************************************************
```

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                              T2/T3 Primary Lot
-------------------------------------------------------------------------------
                     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):        0.715
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       65                Level Of Service:                  C
*******************************************************************************
Street Name:          Pershing Drive                 Westchester Parkway
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted       Protected         Permitted        Permitted
Rights:             Include         Include           Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  2  0  1    1  0  2  0  0    0  0  0  0  0    2  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0 1180   444    70  502     0     0    0     0   291    0    61
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0 1180   444    70  502     0     0    0     0   291    0    61
Added Vol:      0    0   220     0    0     0     0    0     0   226    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0 1180   664    70  502     0     0    0     0   517    0    61
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0 1180   664    70  502     0     0    0     0   517    0    61
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0 1180   664    70  502     0     0    0     0   517    0    61
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     0 1180   664    70  502     0     0    0     0   569    0    61
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       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 0.41  0.47  0.05 0.18  0.00  0.00 0.00  0.00  0.20 0.00  0.04
Crit Vol:                664    70                      0          284
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):        1.167
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180               Level Of Service:                  F
*******************************************************************************
Street Name:       Sepulveda Boulevard              Westchester Parkway
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit      Prot+Permit      Prot+Permit      Prot+Permit
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    1  0  3  0  1    1  0  1  1  0    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     186 2223    25   142 1693    68    15  155    77   190  582   346
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  186 2223    25   142 1693    68    15  155    77   190  582   346
Added Vol:    371    9     0     2    5   273     0    0     0     0    5     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  557 2232    25   144 1698   341    15  155    77   190  587   346
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   557 2232    25   144 1698   341    15  155    77   190  587   346
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  557 2232    25   144 1698   341    15  155    77   190  587   346
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   557 2232    25   144 1698   341    15  155    77   190  587   346
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  1.00  1.00 3.00  1.00  1.00 1.34  0.66  1.00 1.26  0.74
Final Sat.:  1375 4125  1375  1375 4125  1375  1375 1837   913  1375 1730  1020
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.41 0.54  0.02  0.10 0.41  0.25  0.01 0.08  0.08  0.14 0.34  0.34
Crit Vol:     557                566          15                 466
Crit Moves:  ****               ****         ****               ****
*******************************************************************************
```

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```
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-------------------------------------------------------------------------------
                              T2/T3 Primary Lot
-------------------------------------------------------------------------------
                     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):        1.048
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180                Level Of Service:                 F
*******************************************************************************
Street Name:       Sepulveda Boulevard                 76th/77th Street
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted        Permitted        Permitted
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    1  0  3  0  1    2  0  1  0  1    1  0  1  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      70 2145    11    38 1375   220   778   80    82    43  119   388
Growth Adj:  1.00 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 2145    11    38 1375   220   778   80    82    43  119   388
Added Vol:      0   10     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:   70 2155    11    38 1648   220   778   80    82    43  119   388
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    70 2155    11    38 1648   220   778   80    82    43  119   388
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   70 2155    11    38 1648   220   778   80    82    43  119   388
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  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.:    70 2155    11    38 1648   220   856   80    82    43  119   388
------------|---------------||---------------||---------------||---------------|
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:     0.05 0.48  0.01  0.03 0.37  0.15  0.29 0.05  0.05  0.03 0.08  0.26
Crit Vol:          718          38              428                          388
Crit Moves:       ****         ****            ****                         ****
*******************************************************************************


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-------------------------------------------------------------------------------
                              T2/T3 Primary Lot
-------------------------------------------------------------------------------
                     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):        0.905
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      151                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
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:     148 2346    30    36 1284   199   178   98   155    48  218   130
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  148 2346    30    36 1284   199   178   98   155    48  218   130
Added Vol:      0   10     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:  148 2356    30    36 1557   199   178   98   155    48  218   130
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   148 2356    30    36 1557   199   178   98   155    48  218   130
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  148 2356    30    36 1557   199   178   98   155    48  218   130
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   148 2356    30    36 1557   199   178   98   155    48  218   130
------------|---------------||---------------||---------------||---------------|
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 4443    57  1500 4500  1500  1500 1500  1500  1500  940   560
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.10 0.53  0.53  0.02 0.35  0.13  0.12 0.07  0.10  0.03 0.23  0.23
Crit Vol:          795          36              178                  348
Crit Moves:       ****         ****            ****                 ****
*******************************************************************************
```

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-------------------------------------------------------------------------------
                              T2/T3 Primary Lot
-------------------------------------------------------------------------------
                     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):        0.760
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       60                Level Of Service:                  C
*******************************************************************************
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:      42 2207    19    30 1323    37    75   69    45    25  130   159
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   42 2207    19    30 1323    37    75   69    45    25  130   159
Added Vol:      0   10     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:   42 2217    19    30 1596    37    75   69    45    25  130   159
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    42 2217    19    30 1596    37    75   69    45    25  130   159
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   42 2217    19    30 1596    37    75   69    45    25  130   159
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:    42 2217    19    30 1596    37    75   69    45    25  130   159
------------|---------------||---------------||---------------||---------------|
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  0.40 0.36  0.24  1.00 0.45  0.55
Final Sat.:  1500 4462    38  1500 4398   102   595  548   357  1500  675   825
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.50  0.50  0.02 0.36  0.36  0.13 0.13  0.13  0.02 0.19  0.19
Crit Vol:          745          30               75                   289
Crit Moves:       ****         ****             ****                 ****
*******************************************************************************
```

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Future 2019 w/ Proj-AM Peak        Thu May 25, 2017 15:11:38                Page 32-1
-------------------------------------------------------------------------------
                              T2/T3 Primary Lot
-------------------------------------------------------------------------------
                     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):        0.474
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       35               Level Of Service:                  A
*******************************************************************************
Street Name:         La CIENEGA BLVD.                  104 TH STREET
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit        Permitted         Permitted         Permitted
Rights:           Include           Include           Include           Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1  1  0    1  0  2  1  0    1  0  1  0  1    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:     397 1012    12    13  481    88    20    0    81     6    0    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:  397 1012    12    13  481    88    20    0    81     6    0    14
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:  397 1019    12    13  485    88    20    0    81     6    0    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:   397 1019    12    13  485    88    20    0    81     6    0    14
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  397 1019    12    13  485    88    20    0    81     6    0    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:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   397 1019    12    13  485    88    20    0    81     6    0    14
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  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  0.30 0.00  0.70
Final Sat.:  1425 2817    33  1425 3618   657  1425 1425  1425   428    0   998
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.28 0.36  0.36  0.01 0.13  0.13  0.01 0.00  0.06  0.01 0.00  0.01
Crit Vol:     397                191                      81     6
Crit Moves:  ****                ****                   ****  ****
*******************************************************************************
```

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```
Future 2019 w/ Proj-PM Peak        Thu May 25, 2017 15:13:18                Page 1-1
```

```
--------------------------------------------------------------------------------
                              T2/T3 Primary Lot
--------------------------------------------------------------------------------
                               Scenario Report
Scenario:             Future 2019 w/ 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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```
Future 2019 w/ Proj-PM Peak        Thu May 25, 2017 15:13:19                 Page 2-1
------------------------------------------------------------------------------------
                               T2/T3 Primary Lot
------------------------------------------------------------------------------------
                          Signal Warrant Summary Report
Intersection                                  Base Met            Future Met
                                             [Del / Vol]          [Del / Vol]
```

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```
Future 2019 w/ Proj-PM Peak        Thu May 25, 2017 15:13:19                  Page 4-1
-------------------------------------------------------------------------------
                              T2/T3 Primary Lot
-------------------------------------------------------------------------------
                     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):        1.040
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180                Level Of Service:                  F
*******************************************************************************
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:     496  576   135   114  536   153   155 2135   496   110 1317   159
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  496  576   135   114  536   153   155 2135   496   110 1317   159
Added Vol:     73    5     0    14   12     0     0  257    44     0    2     4
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  569  581   135   128  548   153   155 2392   540   110 1319   163
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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  581   135   128  548   153   155 2392   540   110 1319   163
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  569  581   135   128  548   153   155 2392   540   110 1319   163
PCE Adj:     1.00 1.00  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  581   135   141  548   153   155 2392   540   110 1319   163
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 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 2231   519  2750 2750  1375  1375 4487  1013  1375 4895   605
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.23 0.26  0.26  0.05 0.20  0.11  0.11 0.53  0.53  0.08 0.27  0.27
Crit Vol:     313                 274              733         110
Crit Moves:  ****                ****             ****        ****
*******************************************************************************
```

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Future 2019 w/ Proj-PM Peak        Thu May 25, 2017 15:13:19                Page 5-1
-------------------------------------------------------------------------------
                              T2/T3 Primary Lot
-------------------------------------------------------------------------------
                     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):        0.835
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      138               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:
Base Vol:     149  395   256   404  630   135   245 1312   287   177  458   434
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  149  395   256   404  630   135   245 1312   287   177  458   434
Added Vol:      2    0     0    53    1     2     5  186    20     0   18    73
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  151  395   256   457  631   137   250 1498   307   177  476   507
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   151  395   256   457  631   137   250 1498   307   177  476   507
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  151  395   256   457  631   137   250 1498   307   177  476   507
PCE Adj:     1.00 1.00  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.:   166  395   256   503  631   151   275 1498   307   195  476   507
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 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 3423   702  2750 4125  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.06 0.14  0.19  0.18 0.23  0.11  0.10 0.44  0.44  0.07 0.12  0.37
Crit Vol:          198         251                  602          97
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):        0.603
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       57                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  0  1  1  0    1  0  0  1  0    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      14 1066    35    39 1212    72    66   89    26    30   45    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:   14 1066    35    39 1212    72    66   89    26    30   45    67
Added Vol:      0   78     0     0   56     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   14 1144    35    39 1268    72    66   89    26    30   45    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:    14 1144    35    39 1268    72    66   89    26    30   45    67
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   14 1144    35    39 1268    72    66   89    26    30   45    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.:    14 1144    35    39 1268    72    66   89    26    30   45    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 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 2668    82  1375 2602   148  1375 1064   311  1375 1375  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.43  0.43  0.03 0.49  0.49  0.05 0.08  0.08  0.02 0.03  0.05
Crit Vol:      14                670              115          30
Crit Moves:  ****                ****             ****         ****
*******************************************************************************
```

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                              T2/T3 Primary Lot
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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):        1.069
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180               Level Of Service:                 F
*******************************************************************************
Street Name:         La CIENEGA BLVD.                  CENTURY BLVD.
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit      Prot+Permit      Prot+Permit      Prot+Permit
Rights:            Ovl              Ovl              Ovl              Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  0  2    1  0  2  0  2    1  0  3  0  1    1  0  3  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     135  312   596   637  780   369   119 1348   512    96  861   230
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  135  312   596   637  780   369   119 1348   512    96  861   230
Added Vol:      0    0     0     0    1     0     0  142   128     0    6     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  135  312   596   637  781   369   119 1490   640    96  867   230
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   135  312   596   637  781   369   119 1490   640    96  867   230
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  135  312   596   637  781   369   119 1490   640    96  867   230
PCE Adj:     1.00 1.00  1.00  1.00 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.:   135  312   656   637  781   406   119 1490   640    96  867   230
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  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 4347  1153
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.10 0.11  0.24  0.46 0.28  0.15  0.09 0.36  0.47  0.07 0.20  0.20
Crit Vol:                328   637                          640     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):        0.846
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       94                Level Of Service:                 D
*******************************************************************************
Street Name:         SEPULVEDA BLVD.                   CENTURY BLVD.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted        Permitted        Permitted
Rights:            Ignore           Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  4  0  1    0  0  4  0  1    0  0  0  0  0    1  1  0  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0 3754     0     0 2943    54     0    0     0   509   96   250
Growth Adj:  1.00 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 3754     0     0 2943    54     0    0     0   509   96   250
Added Vol:      0    7     0     0  486     0     0    0     0     2    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0 3761     0     0 3429    54     0    0     0   511   96   250
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 3761     0     0 3429    54     0    0     0   511   96   250
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0 3761     0     0 3429    54     0    0     0   511   96   250
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 3761     0     0 3429    54     0    0     0   562   96   275
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 4.00  1.00  0.00 4.00  1.00  0.00 0.00  0.00  1.71 0.29  2.00
Final Sat.:     0 6000  1500     0 6000  1500     0    0     0  2562  438  3000
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.63  0.00  0.00 0.57  0.04  0.00 0.00  0.00  0.22 0.22  0.09
Crit Vol:          940           0                        0          329
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):        0.743
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       56                Level Of Service:                  C
*******************************************************************************
Street Name:         405 NORTH OFF RAMP                  CENTURY BLVD
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted        Permitted        Permitted
Rights:            Include          Include          Include          Include
Min. Green:      0    0     0     0    0     0     0    0     0     0    0     0
Lanes:         2  0  0  0  1    0  0  0  0  1    1  0  2  1  1    0  0  2  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 4 Aug 2004 << Employee PM
Base Vol:      708    0   368     0    0    42    26 1914   602     0  968    15
Growth Adj:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   708    0   368     0    0    42    26 1914   602     0  968    15
Added Vol:       4    0     0     0    0     0     0  118    24     0    2     0
PasserByVol:     0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   712    0   368     0    0    42    26 2032   626     0  970    15
User Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    712    0   368     0    0    42    26 2032   626     0  970    15
Reduct Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   712    0   368     0    0    42    26 2032   626     0  970    15
PCE Adj:      1.00 1.00  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.:    783    0   368     0    0    42    26 2032   689     0  970    15
------------|---------------||---------------||---------------||---------------|
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 4481  1519     0 4431    69
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:      0.26 0.00  0.25  0.00 0.00  0.03  0.02 0.45  0.45  0.00 0.22  0.22
Crit Vol:      392                      42        680          0
Crit Moves:  ****                     ****      ****        ****
*******************************************************************************
```

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                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
*******************************************************************************
Intersection #47 IMPERIAL HWY. @ DOUGLAS ST.
*******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.786
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      107                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  1    1  0  2  1  0    2  0  2  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     165   25   417    59   34    15    22 1638   160   131  607    37
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  165   25   417    59   34    15    22 1638   160   131  607    37
Added Vol:      0    0     0     0    0     0     0  211     3     0   22     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  165   25   417    59   34    15    22 1849   163   131  629    37
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   165   25   417    59   34    15    22 1849   163   131  629    37
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  165   25   417    59   34    15    22 1849   163   131  629    37
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.10  1.10 1.00  1.10  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:   165   25   459    65   34    17    22 1849   163   144  629    37
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  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  1.69 0.31  1.00  1.00 2.76  0.24  2.00 2.83  0.17
Final Sat.:  1375 1375  2750  2320  430  1375  1375 3791   334  2750 3896   229
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.12 0.02  0.17  0.03 0.08  0.01  0.02 0.49  0.49  0.05 0.16  0.16
Crit Vol:                229        109              671          72
Crit Moves:             ****       ****             ****         ****
*******************************************************************************
```

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                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
*******************************************************************************
Intersection #65 SEPULVEDA @ H. HUGHES PARKWAY
*******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.770
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       63                Level Of Service:                  C
*******************************************************************************
Street Name:       Sepulveda Boulevard               H. Hughes Parkway
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:           Ignore           Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  4  0  1    2  0  3  0  0    0  0  0  0  0    3  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0 1527   710   616 2699     0     0    0     0   676    0   111
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0 1527   710   616 2699     0     0    0     0   676    0   111
Added Vol:      0   62   219     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 1589   929   616 2704     0     0    0     0   693    0   111
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 1589     0   616 2704     0     0    0     0   693    0   111
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0 1589     0   616 2704     0     0    0     0   693    0   111
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 1589     0   678 2704     0     0    0     0   762    0   111
------------|---------------||---------------||---------------||---------------|
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 0.26  0.00  0.23 0.60  0.00  0.00 0.00  0.00  0.17 0.00  0.07
Crit Vol:       0                 901                 0         254
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):        0.829
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      133                Level Of Service:                 D
*******************************************************************************
Street Name:         La CIENEGA BLVD.                   IMPERIAL HWY.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  1  1  1    2  0  1  1  1    2  0  3  0  2    2  0  3  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      68  216   738   421  412   260   243 1375   157    45  393   179
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   68  216   738   421  412   260   243 1375   157    45  393   179
Added Vol:      0    0     0     4    0    40    19   52    23     0   26     4
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   68  216   738   425  412   300   262 1427   180    45  419   183
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    68  216   738   425  412   300   262 1427   180    45  419   183
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   68  216   738   425  412   300   262 1427   180    45  419   183
PCE Adj:     1.00 1.00  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.:    75  216   812   468  412   330   288 1427   198    50  419   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:       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 2290  1835  2750 4125  2750  2750 4125  2750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.16  0.30  0.17 0.18  0.18  0.10 0.35  0.07  0.02 0.10  0.07
Crit Vol:                406   234                  476          25
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):        0.913
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180               Level Of Service:                 E
*******************************************************************************
Street Name:           MAIN STREET                    IMPERIAL HWY
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Permitted       Protected
Rights:           Ignore           Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  1  0  0  1    0  0  1! 0  0    1  0  2  0  1    2  0  2  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     244    0   478     5    1     1     0 1132   419   623  793     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:  244    0   478     5    1     1     0 1132   419   623  793     2
Added Vol:      0    0     0     0    0     0     0  503     1     0  238     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  244    0   478     5    1     1     0 1635   420   623 1031     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:   244    0     0     5    1     1     0 1635   420   623 1031     2
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  244    0     0     5    1     1     0 1635   420   623 1031     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.:   268    0     0     5    1     1     0 1635   420   685 1031     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  0.72 0.14  0.14  1.00 2.00  1.00  2.00 2.00  1.00
Final Sat.:  2850    0  1425  1018  204   204  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 0.57  0.29  0.24 0.36  0.00
Crit Vol:     134                  7              818          343
Crit Moves:  ****                ****           ****         ****
*******************************************************************************
```

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                              T2/T3 Primary Lot
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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):        0.798
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       92                Level Of Service:                  C
*******************************************************************************
Street Name:    PERSHING DR./HYPERION DWY.              IMPERIAL HWY
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Protected         Permitted
Rights:           Include          Include          Include           Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  0  1  0    2  0  0  0  1    2  0  2  0  0    1  0  2  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    4     7   970    0   219   163  459     0     1  451   607
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    4     7   970    0   219   163  459     0     1  451   607
Added Vol:      0    0     0   504    0     0     0    0     0     0    0   239
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0    4     7  1474    0   219   163  459     0     1  451   846
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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    4     7  1474    0   219   163  459     0     1  451   846
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0    4     7  1474    0   219   163  459     0     1  451   846
PCE Adj:     1.00 1.00  1.00  1.00 1.00  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    4     7  1621    0   219   179  459     0     1  451   931
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 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 0.36  0.64  2.00 0.00  1.00  2.00 2.00  0.00  1.00 2.00  2.00
Final Sat.:     0  518   907  2850    0  1425  2850 2850     0  1425 2850  2850
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.01  0.01  0.57 0.00  0.15  0.06 0.16  0.00  0.00 0.16  0.33
Crit Vol:                11   811              90                   226
Crit Moves:             ****  ****            ****                 ****
*******************************************************************************
```

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                              T2/T3 Primary Lot
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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):        1.547
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:     153 1921  1076   730 2560    17   249  391   183   169  361   418
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  153 1921  1076   730 2560    17   249  391   183   169  361   418
Added Vol:      4    0     0   161   50     0    11   56     0     1   21     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  157 1921  1076   891 2610    17   260  447   183   170  382   418
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   157 1921  1076   891 2610    17   260  447   183   170  382   418
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  157 1921  1076   891 2610    17   260  447   183   170  382   418
PCE Adj:     1.00 1.00  1.00  1.00 1.00  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.:   157 1921  1076   980 2610    17   286  447   183   187  382   418
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  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 5464    36  2750 4125  1375  2750 4125  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.11 0.47  0.78  0.36 0.48  0.48  0.10 0.11  0.13  0.07 0.09  0.30
Crit Vol:               1076   490              143                      418
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):        0.531
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       40                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:     135    0   270   106  191   195     0 1060    61    38  826     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  135    0   270   106  191   195     0 1060    61    38  826     0
Added Vol:      0    0     0     0    0     0     0  214     3     0   22     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  135    0   270   106  191   195     0 1274    64    38  848     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   135    0   270   106  191   195     0 1274    64    38  848     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  135    0   270   106  191   195     0 1274    64    38  848     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.:   135    0   297   117  191   215     0 1274    64    42  848     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 1927  2348     0 4071   204  2850 4275     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.09 0.00  0.10  0.08 0.10  0.09  0.00 0.31  0.31  0.01 0.20  0.00
Crit Vol:                149        141              446          21
Crit Moves:             ****       ****             ****         ****
*******************************************************************************
```

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                              T2/T3 Primary Lot
-------------------------------------------------------------------------------
                     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):        0.723
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       67               Level Of Service:                  C
*******************************************************************************
Street Name:            / 105 RAMP                    IMPERIAL HWY.
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Permitted       Protected
Rights:            Ovl              Ovl             Include         Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  0  0  2    0  0  0  0  0    0  0  2  1  1    2  0  2  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     544    0   216     0    0     0     0 1690   520   149  667     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:  544    0   216     0    0     0     0 1690   520   149  667     0
Added Vol:     31    0     5     0    0     0     0   88   152     5   60     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  575    0   221     0    0     0     0 1778   672   154  727     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:   575    0   221     0    0     0     0 1778   672   154  727     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  575    0   221     0    0     0     0 1778   672   154  727     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.:   633    0   243     0    0     0     0 1778   739   169  727     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 4026  1674  2850 2850     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.22 0.00  0.09  0.00 0.00  0.00  0.00 0.44  0.44  0.06 0.26  0.00
Crit Vol:     316                   0              629          85
Crit Moves:  ****                                 ****         ****
*******************************************************************************
```

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                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
*******************************************************************************
Intersection #75 IMPERIAL HWY. @ 405 NORTH RAMP
*******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.895
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      178                Level Of Service:                 D
*******************************************************************************
Street Name:          405 NORTH RAMP                    IMPERIAL HWY
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase        Permitted        Permitted
Rights:           Include          Include          Ignore           Ignore
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1! 0  0    0  0  0  0  0    0  0  2  1  1    0  0  2  1  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     179    0   309     0    0     0     0 2849   302     0  467   254
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  179    0   309     0    0     0     0 2849   302     0  467   254
Added Vol:      4    0     0     0    0     0     0   52     4     0   26     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  183    0   309     0    0     0     0 2901   306     0  493   254
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:   183    0   309     0    0     0     0 2901     0     0  493     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  183    0   309     0    0     0     0 2901     0     0  493     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.:   201    0   309     0    0     0     0 2901     0     0  493     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 0.00  1.00  0.00 0.00  0.00  0.00 3.00  1.00  0.00 3.00  1.00
Final Sat.:  1425    0  1425     0    0     0     0 4275  1425     0 4275  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.14 0.00  0.22  0.00 0.00  0.00  0.00 0.68  0.00  0.00 0.12  0.00
Crit Vol:                309          0              967           0
Crit Moves:              ****                        ****        ****
*******************************************************************************
```

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                              T2/T3 Primary Lot
-------------------------------------------------------------------------------
                     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):        0.638
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       51               Level Of Service:                  B
*******************************************************************************
Street Name:         La CIENEGA BLVD.                    LENNOX BLVD
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted      Permit+Prot      Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  1  1  0    1  0  2  1  0    0  0  0  0  0    1  1  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  590   384   337  768     5     0    0     0    76    0    84
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  590   384   337  768     5     0    0     0    76    0    84
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  590   384   338  775     5     0    0     0    76    0    84
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  590   384   338  775     5     0    0     0    76    0    84
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  590   384   338  775     5     0    0     0    76    0    84
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     0  590   384   338  775     5     0    0     0    84    0    84
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 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 1726  1124  1425 4248    27     0    0     0  2850    0  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.34  0.34  0.24 0.18  0.18  0.00 0.00  0.00  0.03 0.00  0.06
Crit Vol:          487         338                      0                    84
Crit Moves:       ****        ****                                          ****
*******************************************************************************

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                              T2/T3 Primary Lot
-------------------------------------------------------------------------------
                     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):        0.394
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       31                Level Of Service:                  A
*******************************************************************************
Street Name:         La CIENEGA BLVD.                   / 111TH STREET
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted      Split Phase      Split Phase
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  0  0    0  0  2  1  0    2  0  0  0  1    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       57  830     0     0  903    72   122    0   146     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:    57  830     0     0  903    72   122    0   146     0    0     0
Added Vol:       0    0     0     0    7     0     0    0     0     0    0     0
PasserByVol:     0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    57  830     0     0  910    72   122    0   146     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:     57  830     0     0  910    72   122    0   146     0    0     0
Reduct Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    57  830     0     0  910    72   122    0   146     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.:     57  830     0     0  910    72   134    0   146     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 3962   313  2850    0  1425     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:      0.04 0.29  0.00  0.00 0.23  0.23  0.05 0.00  0.10  0.00 0.00  0.00
Crit Vol:           415           0                          146           0
Crit Moves:        ****          ****                       ****
*******************************************************************************
```

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                              T2/T3 Primary Lot
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
*******************************************************************************
Intersection #96 La CIENEGA BLVD. @ 405 S/B RAPM
*******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.874
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      148                Level Of Service:                  D
*******************************************************************************
Street Name:         La CIENEGA BLVD.                    405 N/B RAPM
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted      Split Phase      Split Phase
Rights:            Ovl              Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  1  1  1    1  0  2  0  0    0  0  0  0  0    1  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  658    68   211  838     0     0    0     0   926    0   392
Growth Adj:  1.00 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  658    68   211  838     0     0    0     0   926    0   392
Added Vol:      0    0     0     0    1     0     0    0     0     0    0     1
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0  658    68   211  839     0     0    0     0   926    0   393
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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  658    68   211  839     0     0    0     0   926    0   393
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  658    68   211  839     0     0    0     0   926    0   393
PCE Adj:     1.00 1.00  1.00  1.00 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  658    75   211  839     0     0    0     0  1019    0   393
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 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 xxxx  0.56
Final Sat.:     0 2850  1425  1425 2850     0     0    0     0  2057    0   793
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.23  0.05  0.15 0.29  0.00  0.00 0.00  0.00  0.50 0.00  0.50
Crit Vol:          329         211                      0                    706
Crit Moves:       ****        ****                                          ****
*******************************************************************************
```

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-------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
*******************************************************************************
Intersection #97 La CIENEGA BLVD. @ 405 S/B RAMP
*******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.470
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       43                Level Of Service:                 A
*******************************************************************************
Street Name:         La CIENEGA BLVD.                   405 S/B RAMP
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include          Include           Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  1  1  0    2  0  1  1  0    0  0  0  0  1    0  0  0  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  692    41   382  912     1     0    0     2     0    0   446
Growth Adj:  1.00 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  692    41   382  912     1     0    0     2     0    0   446
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  692    41   504  919     1     0    0     2     0    0   446
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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  692    41   504  919     1     0    0     2     0    0   446
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  692    41   504  919     1     0    0     2     0    0   446
PCE Adj:     1.00 1.00  1.00  1.00 1.00  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  692    41   554  919     1     0    0     2     0    0   491
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 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 2596   154  2750 2747     3     0    0  1375     0    0  2750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.27  0.27  0.20 0.33  0.33  0.00 0.00  0.00  0.00 0.00  0.18
Crit Vol:          367         277                           2           0
Crit Moves:       ****        ****                        ****        ****
*******************************************************************************


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                              T2/T3 Primary Lot
-------------------------------------------------------------------------------
                     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):        0.415
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       32                Level Of Service:                  A
*******************************************************************************
Street Name:         La CIENEGA BLVD.                    405 S/B RAMP
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted      Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  0  1    1  0  2  1  0    0  0  0  1  0    1  1  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      28  657    32    71  956     4     0    0    12   245    0   245
Growth Adj:  1.00 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  657    32    71  956     4     0    0    12   245    0   245
Added Vol:     22    0     0     6    1     0     0    4    22    20    4     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   50  657    32    77  957     4     0    4    34   265    4   245
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    50  657    32    77  957     4     0    4    34   265    4   245
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   50  657    32    77  957     4     0    4    34   265    4   245
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  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.:    50  657    32    77  957     4     0    4    34   292    4   245
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  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 0.11  0.89  1.97 0.03  1.00
Final Sat.:  1425 2850  1425  1425 4257    18     0  150  1275  2811   39  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.23  0.02  0.05 0.22  0.22  0.00 0.03  0.03  0.10 0.10  0.17
Crit Vol:          329          77                    38          148
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):        0.959
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180                Level Of Service:                 E
*******************************************************************************
Street Name:       Sepulveda Boulevard              La Tijera Boulevard
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit      Prot+Permit      Prot+Permit      Prot+Permit
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    1  0  3  0  1    1  0  2  0  1    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     133 1356   241   125 1857   153   142  384   106   353  287    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:  133 1356   241   125 1857   153   142  384   106   353  287    73
Added Vol:      0  242     0     0   22     0    38   10   100     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  133 1598   241   125 1879   153   180  394   206   353  287    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:   133 1598   241   125 1879   153   180  394   206   353  287    73
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  133 1598   241   125 1879   153   180  394   206   353  287    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  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   133 1598   241   125 1879   153   180  394   206   353  287    73
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  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:     0.10 0.39  0.18  0.09 0.46  0.11  0.13 0.14  0.15  0.26 0.13  0.13
Crit Vol:     133                626                  206   353
Crit Moves:  ****                ****                 ****  ****
*******************************************************************************
```

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                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
*******************************************************************************
Intersection #108 SEPULVEDA BLVD. @ LINCOLN BLVD.
*******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        1.183
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180               Level Of Service:                  F
*******************************************************************************
Street Name:       SEPULVEDA BOULEVARD              LINCOLN BOULEVARD
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected         Permitted         Permitted         Permitted
Rights:           Include           Include           Include           Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        4  0  2  1  0    0  0  3  1  0    0  0  0  0  4    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:    1653 2136     0     0 2246    45     0    0  1952     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: 1653 2136     0     0 2246    45     0    0  1952     0    0     0
Added Vol:      0    7     0     0  457     0     0    0    29     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut: 1653 2143     0     0 2703    45     0    0  1981     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:  1653 2143     0     0 2703    45     0    0  1981     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol: 1653 2143     0     0 2703    45     0    0  1981     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.:  1818 2143     0     0 2703    45     0    0  2179     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 5607    93     0    0  5700     0 1425     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.32 0.50  0.00  0.00 0.48  0.48  0.00 0.00  0.38  0.00 0.00  0.00
Crit Vol:     455                687                     545     0
Crit Moves:  ****                ****                    ****
*******************************************************************************
```

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                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
*******************************************************************************
Intersection #114 SEPULVEDA BLVD. @ MANCHESTER AVE.
*******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        1.081
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180                Level Of Service:                 F
*******************************************************************************
Street Name:       Sepulveda Boulevard               Manchester Avenue
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit      Prot+Permit       Protected       Prot+Permit
Rights:            Ovl              Ovl              Ovl              Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    1  0  3  0  1    2  0  2  0  1    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     182 1438   127   373 1922   296   237  846   140   118  562   219
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  182 1438   127   373 1922   296   237  846   140   118  562   219
Added Vol:      0  281     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:  182 1719   127   373 1944   296   237  846   140   118  562   219
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   182 1719   127   373 1944   296   237  846   140   118  562   219
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  182 1719   127   373 1944   296   237  846   140   118  562   219
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  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.:   182 1719   127   373 1944   296   261  846   140   118  562   219
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  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 1979   771
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.13 0.42  0.09  0.27 0.47  0.22  0.09 0.31  0.10  0.09 0.28  0.28
Crit Vol:          573         373                  423         118
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):        0.641
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       52               Level Of Service:                  B
*******************************************************************************
Street Name:          Pershing Drive                Westchester Parkway
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted       Protected         Permitted         Permitted
Rights:           Include          Include          Include           Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  2  0  1    1  0  2  0  0    0  0  0  0  0    2  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  617   339    81  684     0     0    0     0   204    0   118
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  617   339    81  684     0     0    0     0   204    0   118
Added Vol:      0    0   247     0    0     0     0    0     0   243    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0  617   586    81  684     0     0    0     0   447    0   118
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  617   586    81  684     0     0    0     0   447    0   118
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  617   586    81  684     0     0    0     0   447    0   118
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     0  617   586    81  684     0     0    0     0   492    0   118
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       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 0.22  0.41  0.06 0.24  0.00  0.00 0.00  0.00  0.17 0.00  0.08
Crit Vol:                586    81                      0         246
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):        1.244
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180                Level Of Service:                 F
*******************************************************************************
Street Name:       Sepulveda Boulevard              Westchester Parkway
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit      Prot+Permit      Prot+Permit      Prot+Permit
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    1  0  3  0  1    1  0  1  1  0    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     207 1717    80   231 2132    71    68  296   109   286  310   224
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  207 1717    80   231 2132    71    68  296   109   286  310   224
Added Vol:      7    0     0     0  100    22   236    0   357     0    0     7
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  214 1717    80   231 2232    93   304  296   466   286  310   231
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   214 1717    80   231 2232    93   304  296   466   286  310   231
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  214 1717    80   231 2232    93   304  296   466   286  310   231
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   214 1717    80   231 2232    93   304  296   466   286  310   231
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  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 1.15  0.85
Final Sat.:  1375 4125  1375  1375 4125  1375  1375 1375  1375  1375 1576  1174
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.16 0.42  0.06  0.17 0.54  0.07  0.22 0.22  0.34  0.21 0.20  0.20
Crit Vol:     214                744                 466   286
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):        0.654
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       42               Level Of Service:                  B
*******************************************************************************
Street Name:       Sepulveda Boulevard               76th/77th Street
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    1  0  3  0  1    2  0  1  0  1    1  0  1  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      70 1768    41   135 1498   353   204   41    58    25   51    38
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   70 1768    41   135 1498   353   204   41    58    25   51    38
Added Vol:      0  281     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:   70 2049    41   135 1520   353   204   41    58    25   51    38
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    70 2049    41   135 1520   353   204   41    58    25   51    38
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   70 2049    41   135 1520   353   204   41    58    25   51    38
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00
Final Vol.:    70 2049    41   135 1520   353   224   41    58    25   51    38
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 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:     0.05 0.46  0.03  0.09 0.34  0.24  0.07 0.03  0.04  0.02 0.03  0.03
Crit Vol:          683         135              112                   51
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):        0.671
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       44                Level Of Service:                 B
*******************************************************************************
Street Name:       Sepulveda Boulevard                 79th/80th Street
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted        Permitted        Permitted
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  1  0    1  0  3  0  1    1  0  1  0  1    1  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      93 1965    37    38 1542   201   123   64    91    31   52    33
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   93 1965    37    38 1542   201   123   64    91    31   52    33
Added Vol:      0  281     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:   93 2246    37    38 1564   201   123   64    91    31   52    33
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    93 2246    37    38 1564   201   123   64    91    31   52    33
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   93 2246    37    38 1564   201   123   64    91    31   52    33
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:    93 2246    37    38 1564   201   123   64    91    31   52    33
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.95  0.05  1.00 3.00  1.00  1.00 1.00  1.00  1.00 0.61  0.39
Final Sat.:  1500 4427    73  1500 4500  1500  1500 1500  1500  1500  918   582
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.06 0.51  0.51  0.03 0.35  0.13  0.08 0.04  0.06  0.02 0.06  0.06
Crit Vol:          761          38              123                   85
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):        0.622
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       38               Level Of Service:                  B
*******************************************************************************
Street Name:       Sepulveda Boulevard                 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:      57 1955    18    45 1588    57    51   46    30     9   32    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:   57 1955    18    45 1588    57    51   46    30     9   32    28
Added Vol:      0  281     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:   57 2236    18    45 1610    57    51   46    30     9   32    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:    57 2236    18    45 1610    57    51   46    30     9   32    28
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   57 2236    18    45 1610    57    51   46    30     9   32    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.:    57 2236    18    45 1610    57    51   46    30     9   32    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 2.98  0.02  1.00 2.90  0.10  0.40 0.36  0.24  1.00 0.53  0.47
Final Sat.:  1500 4464    36  1500 4346   154   602  543   354  1500  800   700
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.50  0.50  0.03 0.37  0.37  0.08 0.08  0.08  0.01 0.04  0.04
Crit Vol:          751           45                   127           9
Crit Moves:       ****         ****                 ****         ****
*******************************************************************************
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                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
*******************************************************************************
Intersection #1000 La CIENEGA BLVD. @ 104 TH STREET
*******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.508
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.                   104 TH STREET
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit        Permitted         Permitted        Permitted
Rights:           Include           Include           Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1  1  0    1  0  2  1  0    1  0  1  0  1    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     129  615    13    50  837    57    96    4   288     7    1    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:  129  615    13    50  837    57    96    4   288     7    1    12
Added Vol:      0    0     0     0    7     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  129  615    13    50  844    57    96    4   288     7    1    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:   129  615    13    50  844    57    96    4   288     7    1    12
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  129  615    13    50  844    57    96    4   288     7    1    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.:   129  615    13    50  844    57    96    4   288     7    1    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 1.96  0.04  1.00 2.81  0.19  1.00 1.00  1.00  0.35 0.05  0.60
Final Sat.:  1425 2791    59  1425 4005   270  1425 1425  1425   499   71   855
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.09 0.22  0.22  0.04 0.21  0.21  0.07 0.00  0.20  0.01 0.01  0.01
Crit Vol:     129                 300                   288     7
Crit Moves:  ****                ****                  ****  ****
*******************************************************************************
```

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```
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------------------------------------------------------------------------------------
                              T2/T3 Primary Lot
------------------------------------------------------------------------------------
                               Scenario Report
Scenario:             Adjusted Baseline 2016 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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------------------------------------------------------------------------------------
                              T2/T3 Primary Lot
------------------------------------------------------------------------------------
                      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):        0.670
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     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:     548  568    63    55  332   173   123  939   231    57 1199    86
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  548  568    63    55  332   173   123  939   231    57 1199    86
Added Vol:      0    0     0     0    0     0     2   80    38     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  548  568    63    55  332   173   125 1019   269    57 1199    86
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   548  568    63    55  332   173   125 1019   269    57 1199    86
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  548  568    63    55  332   173   125 1019   269    57 1199    86
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   603  568    63    61  332   173   125 1019   269    57 1199    86
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 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 3.16  0.84  1.00 3.73  0.27
Final Sat.:  2750 2475   275  2750 2750  1375  1375 4351  1149  1375 5132   368
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.22 0.23  0.23  0.02 0.12  0.13  0.09 0.23  0.23  0.04 0.23  0.23
Crit Vol:     301                      173   125                    321
Crit Moves:  ****                     ****  ****                   ****
************************************************************************************
```

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------------------------------------------------------------------------------------
                              T2/T3 Primary Lot
------------------------------------------------------------------------------------
                     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):        0.782
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      105               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:     282  539   105   219  284   202   128  233    62   237 1012   736
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  282  539   105   219  284   202   128  233    62   237 1012   736
Added Vol:      0    0     0    35    3     0     0   15     0     0   15     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  282  539   105   254  287   202   128  248    62   237 1027   736
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   282  539   105   254  287   202   128  248    62   237 1027   736
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  282  539   105   254  287   202   128  248    62   237 1027   736
PCE Adj:     1.00 1.00  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.:   310  539   105   279  287   222   141  248    62   261 1027   736
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 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 1.69  1.31  2.00 2.40  0.60  2.00 3.00  1.00
Final Sat.:  2750 2750  1375  2750 2325  1800  2750 3300   825  2750 4125  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.11 0.20  0.08  0.10 0.12  0.12  0.05 0.08  0.08  0.09 0.25  0.54
Crit Vol:          270           0               70                        736
Crit Moves:       ****         ****            ****                      ****
************************************************************************************

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------------------------------------------------------------------------------------
                              T2/T3 Primary Lot
------------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
************************************************************************************
Intersection #19 AVIATION BLVD. @ 111TH
************************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.610
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       58                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  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:      31 1410    22    30  658    57    40   31    29    26   53    56
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   31 1410    22    30  658    57    40   31    29    26   53    56
Added Vol:      0    0     0     0   38     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   31 1410    22    30  696    57    40   31    29    26   53    56
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    31 1410    22    30  696    57    40   31    29    26   53    56
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   31 1410    22    30  696    57    40   31    29    26   53    56
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:    31 1410    22    30  696    57    40   31    29    26   53    56
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  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 2708    42  1375 2542   208  1375  710   665  1375 1375  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.52  0.52  0.02 0.27  0.27  0.03 0.04  0.04  0.02 0.04  0.04
Crit Vol:          716          30               40                   53
Crit Moves:       ****         ****             ****                 ****
************************************************************************************
```

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--------------------------------------------------------------------------------
                              T2/T3 Primary Lot
--------------------------------------------------------------------------------
                     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):        0.888
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
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:     212  577   172   176  335   456    85  501   302   311 1673   846
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  212  577   172   176  335   456    85  501   302   311 1673   846
Added Vol:      0    0     0     0    0     0     2   40    38     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  212  577   172   176  335   456    87  541   340   311 1673   846
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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  577   172   176  335   456    87  541   340   311 1673   846
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  212  577   172   176  335   456    87  541   340   311 1673   846
PCE Adj:     1.00 1.00  1.00  1.00 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  577   189   176  335   502    87  541   340   311 1673   846
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  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 0.21  0.07  0.13 0.12  0.18  0.06 0.13  0.25  0.23 0.41  0.62
Crit Vol:          289           0               87                       846
Crit Moves:       ****         ****             ****                     ****
********************************************************************************

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------------------------------------------------------------------------------------
                              T2/T3 Primary Lot
------------------------------------------------------------------------------------
                     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):        0.911
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      162                Level Of Service:                 E
************************************************************************************
Street Name:         SEPULVEDA BLVD.                    CENTURY BLVD.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted        Permitted        Permitted
Rights:            Ignore           Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  4  0  1    0  0  4  0  1    0  0  0  0  0    1  1  0  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0 4381     0     0 1603    34     0    0     0   387   66   327
Growth Adj:  1.00 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 4381     0     0 1603    34     0    0     0   387   66   327
Added Vol:      0    0     0     0    0     0     0    0     0    36   12    10
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0 4381     0     0 1603    34     0    0     0   423   78   337
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 4381     0     0 1603    34     0    0     0   423   78   337
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0 4381     0     0 1603    34     0    0     0   423   78   337
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 4381     0     0 1603    34     0    0     0   465   78   371
------------|---------------||---------------||---------------||---------------|
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  2569  431  3000
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.73  0.00  0.00 0.27  0.02  0.00 0.00  0.00  0.18 0.18  0.12
Crit Vol:         1095           0                      0          272
Crit Moves:       ****        ****                                 ****
************************************************************************************
```

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------------------------------------------------------------------------------
                              T2/T3 Primary Lot
------------------------------------------------------------------------------
                     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):        0.924
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
------------|---------------||---------------||---------------||---------------|
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:    1211    0   370     0    0    25     4  578   188     0 2065     7
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse: 1211    0   370     0    0    25     4  578   188     0 2065     7
Added Vol:      0    0     0     0    0     0     0    5    35     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut: 1211    0   370     0    0    25     4  583   223     0 2065     7
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:  1211    0   370     0    0    25     4  583   223     0 2065     7
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol: 1211    0   370     0    0    25     4  583   223     0 2065     7
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.10  1.00 1.00  1.00
Final Vol.:  1332    0   370     0    0    25     4  583   245     0 2065     7
------------|---------------||---------------||---------------||---------------|
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 2.82  1.18  0.00 2.99  0.01
Final Sat.:  3000    0  1500     0    0  1500  1500 4223  1777     0 4485    15
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.44 0.00  0.25  0.00 0.00  0.02  0.00 0.14  0.14  0.00 0.46  0.46
Crit Vol:     666                      25     4                    691
Crit Moves:  ****                     ****  ****                 ****
******************************************************************************
```

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------------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
************************************************************************************
Intersection #47 IMPERIAL HWY. @ DOUGLAS ST.
************************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.467
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       43                Level Of Service:                 A
************************************************************************************
Street Name:          DOUGLAS STREET                    IMPERIAL HWY.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1  0  2    1  0  1! 0  1    1  0  2  1  0    2  0  2  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:      73   13    78    39   43     9    33  414   188   363 1340    55
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   73   13    78    39   43     9    33  414   188   363 1340    55
Added Vol:      0    0     0     0    0     0     0   15     0     0   15     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   73   13    78    39   43     9    33  429   188   363 1355    55
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    73   13    78    39   43     9    33  429   188   363 1355    55
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   73   13    78    39   43     9    33  429   188   363 1355    55
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.10  1.10 1.00  1.10  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:    73   13    86    43   43    10    33  429   188   399 1355    55
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  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  1.34 0.66  1.00  1.00 2.09  0.91  2.00 2.88  0.12
Final Sat.:  1375 1375  2750  1847  903  1375  1375 2868  1257  2750 3964   161
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.05 0.01  0.03  0.02 0.05  0.01  0.02 0.15  0.15  0.15 0.34  0.34
Crit Vol:      73                  65          33                  470
Crit Moves:  ****                ****        ****                ****
************************************************************************************
```

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                              T2/T3 Primary Lot
------------------------------------------------------------------------------
                     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):        0.743
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       56              Level Of Service:                   C
******************************************************************************
Street Name:       Sepulveda Boulevard              H. Hughes Parkway
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:           Ignore           Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  4  0  1    2  0  3  0  0    0  0  0  0  0    3  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0 2975  1048   141  930     0     0    0     0   791    0   137
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0 2975  1048   141  930     0     0    0     0   791    0   137
Added Vol:      0   10     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 2985  1048   141  930     0     0    0     0   791    0   137
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 2985     0   141  930     0     0    0     0   791    0   137
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0 2985     0   141  930     0     0    0     0   791    0   137
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 2985     0   155  930     0     0    0     0   870    0   137
------------|---------------||---------------||---------------||---------------|
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 0.50  0.00  0.05 0.21  0.00  0.00 0.00  0.00  0.19 0.00  0.09
Crit Vol:          746          78                       0          290
Crit Moves:       ****         ****                               ****
******************************************************************************

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                              T2/T3 Primary Lot
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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):        0.560
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       52                Level Of Service:                 A
************************************************************************************
Street Name:         La CIENEGA BLVD.                   IMPERIAL HWY.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  1  1  1    2  0  1  1  1    2  0  3  0  2    2  0  3  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:      74  289   137    95  191   325   298  198   138   100  896   656
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   74  289   137    95  191   325   298  198   138   100  896   656
Added Vol:      0    0     0     5    0    21    21    8     0     0    0     5
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   74  289   137   100  191   346   319  206   138   100  896   661
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    74  289   137   100  191   346   319  206   138   100  896   661
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   74  289   137   100  191   346   319  206   138   100  896   661
PCE Adj:     1.00 1.00  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.:    81  289   151   110  191   381   351  206   152   110  896   727
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 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 2711  1414  2750 1378  2747  2750 4125  2750  2750 4125  2750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.11  0.11  0.04 0.14  0.14  0.13 0.05  0.06  0.04 0.22  0.26
Crit Vol:      41                191         175                          364
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):        0.692
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       60               Level Of Service:                  B
******************************************************************************
Street Name:            MAIN STREET                     IMPERIAL HWY
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Permitted       Protected
Rights:           Ignore           Include          Include         Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  1  0  0  1    0  0  0  0  1    1  0  2  0  1    2  0  2  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:     478    1   569     0    0     4     0  854   212   516 1327     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:  478    1   569     0    0     4     0  854   212   516 1327     1
Added Vol:      0    0     0     0    0     0     0   15     0     0   15     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  478    1   569     0    0     4     0  869   212   516 1342     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:   478    1     0     0    0     4     0  869   212   516 1342     1
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  478    1     0     0    0     4     0  869   212   516 1342     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.:   526    1     0     0    0     4     0  869   212   568 1342     1
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.99 0.01  1.00  0.00 0.00  1.00  1.00 2.00  1.00  2.00 2.00  1.00
Final Sat.:  2845    5  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 0.30  0.15  0.20 0.47  0.00
Crit Vol:     263                      4        435         284
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):        0.504
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  1  1  0    1  0  2  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M
Base Vol:       0    1     3   742    0    86   196  322     1     8  381  1390
Growth Adj:  1.00 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   742    0    86   196  322     1     8  381  1390
Added Vol:      0    0     0    15    0     0     0    0     0     0    0    15
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0    1     3   757    0    86   196  322     1     8  381  1405
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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   757    0    86   196  322     1     8  381  1405
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0    1     3   757    0    86   196  322     1     8  381  1405
PCE Adj:     1.00 1.00  1.00  1.00 1.00  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   833    0    86   216  322     1     8  381  1546
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 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  0.29 0.00  0.06  0.08 0.11  0.11  0.01 0.13  0.54
Crit Vol:            4          416              108                   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):        1.005
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:     104 1800   546   382 2188    10   245  216    65   210  235   436
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  104 1800   546   382 2188    10   245  216    65   210  235   436
Added Vol:      0    0     0     1    8     0     0   15     0     0   15     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  104 1800   546   383 2196    10   245  231    65   210  250   436
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   104 1800   546   383 2196    10   245  231    65   210  250   436
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  104 1800   546   383 2196    10   245  231    65   210  250   436
PCE Adj:     1.00 1.00  1.00  1.00 1.00  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.:   104 1800   546   421 2196    10   270  231    65   231  250   436
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  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:     0.08 0.44  0.40  0.15 0.40  0.40  0.10 0.06  0.05  0.08 0.06  0.32
Crit Vol:          600          211              135                       436
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):        0.688
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       60                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:      55    0    52   406  985   545     0  620   106   247  985     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:   55    0    52   406  985   545     0  620   106   247  985     0
Added Vol:      0    0     0     0    0     0     0   15     0     0   15     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   55    0    52   406  985   545     0  635   106   247 1000     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    55    0    52   406  985   545     0  635   106   247 1000     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   55    0    52   406  985   545     0  635   106   247 1000     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.10  1.10 1.00  1.10  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:    55    0    57   447  985   600     0  635   106   272 1000     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 0.00  2.00  1.00 1.82  1.18  0.00 2.57  0.43  2.00 3.00  0.00
Final Sat.:  1425    0  2850  1425 2589  1686     0 3663   612  2850 4275     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.00  0.02  0.31 0.38  0.36  0.00 0.17  0.17  0.10 0.23  0.00
Crit Vol:      55                542              247          136
Crit Moves:  ****                ****             ****         ****
************************************************************************************
```

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--------------------------------------------------------------------------------
                              T2/T3 Primary Lot
--------------------------------------------------------------------------------
                     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):        0.894
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      176               Level Of Service:                 D
********************************************************************************
Street Name:            / 105 RAMP                    IMPERIAL HWY.
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Permitted       Protected
Rights:            Ovl              Ovl             Include         Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  0  0  2    0  0  0  0  0    0  0  2  1  1    2  0  2  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:    1049    0   349     0    0     0     0  284   343   106 1073     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: 1049    0   349     0    0     0     0  284   343   106 1073     0
Added Vol:      0    0     6     0    0     0     0   23    26     6   15     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut: 1049    0   355     0    0     0     0  307   369   112 1088     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:  1049    0   355     0    0     0     0  307   369   112 1088     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol: 1049    0   355     0    0     0     0  307   369   112 1088     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.:  1154    0   391     0    0     0     0  307   406   123 1088     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 0.00  2.00  0.00 0.00  0.00  0.00 2.00  2.00  2.00 2.00  0.00
Final Sat.:  2850    0  2850     0    0     0     0 2850  2850  2850 2850     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.40 0.00  0.14  0.00 0.00  0.00  0.00 0.11  0.14  0.04 0.38  0.00
Crit Vol:     577                   0              154              544
Crit Moves:  ****                                ****             ****
********************************************************************************
```

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                              T2/T3 Primary Lot
--------------------------------------------------------------------------------
                     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):        0.599
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       46                Level Of Service:                 A
********************************************************************************
Street Name:          405 NORTH RAMP                    IMPERIAL HWY
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase        Permitted        Permitted
Rights:           Include          Include          Ignore           Ignore
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1! 0  0    0  0  0  0  0    0  0  2  1  1    0  0  2  1  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:     600    0    72     0    0     0     0  360    74     0 1453   543
Growth Adj:  1.00 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    72     0    0     0     0  360    74     0 1453   543
Added Vol:      5    0     0     0    0     0     0    8     5     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  605    0    72     0    0     0     0  368    79     0 1453   543
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:   605    0    72     0    0     0     0  368     0     0 1453     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  605    0    72     0    0     0     0  368     0     0 1453     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.:   666    0    72     0    0     0     0  368     0     0 1453     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.:  2572    0   278     0    0     0     0 4275  1425     0 4275  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.26 0.00  0.26  0.00 0.00  0.00  0.00 0.09  0.00  0.00 0.34  0.00
Crit Vol:     369                    0           0                   484
Crit Moves:  ****                             ****                 ****
********************************************************************************
```

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                              T2/T3 Primary Lot
------------------------------------------------------------------------------
                     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):        0.623
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       49               Level Of Service:                  B
******************************************************************************
Street Name:         La CIENEGA BLVD.                   LENNOX BLVD
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted      Permit+Prot      Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  1  1  0    1  0  2  1  0    0  0  0  0  0    1  1  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:       0 1015    95    63  408    27     0    0     0   161    0   270
Growth Adj:  1.00 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 1015    95    63  408    27     0    0     0   161    0   270
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 1015    95    63  408    27     0    0     0   161    0   270
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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 1015    95    63  408    27     0    0     0   161    0   270
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0 1015    95    63  408    27     0    0     0   161    0   270
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  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 1015    95    63  408    27     0    0     0   177    0   270
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 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 2606   244  1425 4010   265     0    0     0  2850    0  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.39  0.39  0.04 0.10  0.10  0.00 0.00  0.00  0.06 0.00  0.19
Crit Vol:          555          63                      0                   270
Crit Moves:       ****         ****                                        ****
******************************************************************************

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------------------------------------------------------------------------------------
                              T2/T3 Primary Lot
------------------------------------------------------------------------------------
                     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):        0.430
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       33                Level Of Service:                 A
************************************************************************************
Street Name:         La CIENEGA BLVD.                   / 111TH STREET
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted      Split Phase      Split Phase
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  0  0    0  0  2  1  0    2  0  0  0  1    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:     202 1122     0     0  435   105    43    0    52     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  202 1122     0     0  435   105    43    0    52     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:  202 1122     0     0  435   105    43    0    52     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   202 1122     0     0  435   105    43    0    52     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  202 1122     0     0  435   105    43    0    52     0    0     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00
Final Vol.:   202 1122     0     0  435   105    47    0    52     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.00  0.00  0.00 2.42  0.58  2.00 0.00  1.00  0.00 0.00  0.00
Final Sat.:  1425 2850     0     0 3444   831  2850    0  1425     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.14 0.39  0.00  0.00 0.13  0.13  0.02 0.00  0.04  0.00 0.00  0.00
Crit Vol:          561           0                          52           0
Crit Moves:       ****         ****                       ****
************************************************************************************
```

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                              T2/T3 Primary Lot
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #96 La CIENEGA BLVD. @ 405 S/B RAPM
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.975
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180               Level Of Service:                  E
******************************************************************************
Street Name:         La CIENEGA BLVD.                   405 N/B RAPM
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted      Split Phase      Split Phase
Rights:            Ovl              Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  1  1  1    1  0  2  0  0    0  0  0  0  0    1  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:       0 1815   135   136  395     0     0    0     0   553    0    82
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0 1815   135   136  395     0     0    0     0   553    0    82
Added Vol:      0    2     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0 1817   135   136  395     0     0    0     0   553    0    82
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0 1817   135   136  395     0     0    0     0   553    0    82
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0 1817   135   136  395     0     0    0     0   553    0    82
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.10  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     0 1817   149   136  395     0     0    0     0   608    0    82
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 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  2511    0   339
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.64  0.10  0.10 0.14  0.00  0.00 0.00  0.00  0.24 0.00  0.24
Crit Vol:          909         136                      0         345
Crit Moves:       ****        ****                               ****
******************************************************************************
```

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------------------------------------------------------------------------------------
                              T2/T3 Primary Lot
------------------------------------------------------------------------------------
                     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):        0.534
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       49                Level Of Service:                 A
************************************************************************************
Street Name:         La CIENEGA BLVD.                    405 S/B RAMP
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include          Include           Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  1  1  0    2  0  1  1  0    0  0  0  0  1    0  0  0  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  907    43   430  507    19     0    0     2     0    0   103
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  907    43   430  507    19     0    0     2     0    0   103
Added Vol:      0    0     0    38    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0  907    43   468  507    19     0    0     2     0    0   103
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  907    43   468  507    19     0    0     2     0    0   103
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  907    43   468  507    19     0    0     2     0    0   103
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.10
Final Vol.:     0  907    43   515  507    19     0    0     2     0    0   113
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 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 2626   124  2750 2651    99     0    0  1375     0    0  2750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.35  0.35  0.19 0.19  0.19  0.00 0.00  0.00  0.00 0.00  0.04
Crit Vol:          475         257                          2           0
Crit Moves:       ****        ****                       ****        ****
************************************************************************************
```

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------------------------------------------------------------------------------
                              T2/T3 Primary Lot
------------------------------------------------------------------------------
                     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):        0.598
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       46               Level Of Service:                  A
******************************************************************************
Street Name:         La CIENEGA BLVD.                   405 S/B RAMP
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted      Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  0  1    1  0  2  1  0    0  0  1! 0  0    1  1  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:      33 1227   155    71  426     0     4    0    28   192    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:   33 1227   155    71  426     0     4    0    28   192    0    77
Added Vol:     26    0     0     0    0     0     0    4    26     0    4     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   59 1227   155    71  426     0     4    4    54   192    4    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:    59 1227   155    71  426     0     4    4    54   192    4    77
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   59 1227   155    71  426     0     4    4    54   192    4    77
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:    59 1227   155    71  426     0     4    4    54   211    4    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:       1.00 2.00  1.00  1.00 3.00  0.00  0.06 0.06  0.88  2.00 0.05  0.95
Final Sat.:  1425 2850  1425  1425 4275     0    92   92  1241  2850   70  1355
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.43  0.11  0.05 0.10  0.00  0.04 0.04  0.04  0.07 0.06  0.06
Crit Vol:          614          71                   62          106
Crit Moves:       ****         ****                 ****         ****
******************************************************************************
```

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------------------------------------------------------------------------------------
                              T2/T3 Primary Lot
------------------------------------------------------------------------------------
                     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):        0.765
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       97                Level Of Service:                 C
************************************************************************************
Street Name:       Sepulveda Boulevard              La Tijera Boulevard
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit      Prot+Permit      Prot+Permit      Prot+Permit
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    1  0  3  0  1    1  0  2  0  1    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      45 1892    99    22 1285    43    72  147    75   322  178    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:   45 1892    99    22 1285    43    72  147    75   322  178    31
Added Vol:      0   10     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:   45 1902    99    22 1285    43    72  147    75   322  178    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:    45 1902    99    22 1285    43    72  147    75   322  178    31
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   45 1902    99    22 1285    43    72  147    75   322  178    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  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:    45 1902    99    22 1285    43    72  147    75   322  178    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 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 2342   408
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.46  0.07  0.02 0.31  0.03  0.05 0.05  0.05  0.23 0.08  0.08
Crit Vol:          634          22                   74          322
Crit Moves:       ****         ****                 ****         ****
************************************************************************************
```

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                              T2/T3 Primary Lot
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #108 SEPULVEDA BLVD. @ LINCOLN BLVD.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.850
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      124               Level Of Service:                  D
******************************************************************************
Street Name:        SEPULVEDA BOULEVARD              LINCOLN BOULEVARD
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected         Permitted         Permitted         Permitted
Rights:           Include           Include           Include           Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        4  0  2  1  0    0  0  3  1  0    0  0  0  0  4    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:    1998 2181     0     0 1400    26     0    0  1112     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: 1998 2181     0     0 1400    26     0    0  1112     0    0     0
Added Vol:      0   10     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: 1998 2191     0     0 1400    26     0    0  1112     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:  1998 2191     0     0 1400    26     0    0  1112     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol: 1998 2191     0     0 1400    26     0    0  1112     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.:  2198 2191     0     0 1400    26     0    0  1223     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 5596   104     0    0  5700     0 1425     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.39 0.51  0.00  0.00 0.25  0.25  0.00 0.00  0.21  0.00 0.00  0.00
Crit Vol:     549                357                 306      0
Crit Moves:  ****                ****                ****
******************************************************************************
```

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------------------------------------------------------------------------------------
                              T2/T3 Primary Lot
------------------------------------------------------------------------------------
                     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):        0.938
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180                Level Of Service:                 E
************************************************************************************
Street Name:       Sepulveda Boulevard               Manchester Avenue
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit      Prot+Permit       Protected       Prot+Permit
Rights:            Ovl              Ovl              Ovl              Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    1  0  3  0  1    2  0  2  0  1    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      74 1835    57   100 1039    82   111  252    81    54  638   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:   74 1835    57   100 1039    82   111  252    81    54  638   389
Added Vol:      0   10     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:   74 1845    57   100 1039    82   111  252    81    54  638   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:    74 1845    57   100 1039    82   111  252    81    54  638   389
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   74 1845    57   100 1039    82   111  252    81    54  638   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  1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00
Final Vol.:    74 1845    57   100 1039    82   122  252    81    54  638   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  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 0.45  0.04  0.07 0.25  0.06  0.04 0.09  0.06  0.04 0.37  0.37
Crit Vol:          615         100               61                   514
Crit Moves:       ****        ****              ****                 ****
************************************************************************************
```

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-------------------------------------------------------------------------------
                              T2/T3 Primary Lot
-------------------------------------------------------------------------------
                     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):        0.548
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       41               Level Of Service:                  A
*******************************************************************************
Street Name:          Pershing Drive                Westchester Parkway
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted       Protected         Permitted         Permitted
Rights:           Include          Include          Include           Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  2  0  1    1  0  2  0  0    0  0  0  0  0    2  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0 1112   418    66  473     0     0    0     0   275    0    57
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0 1112   418    66  473     0     0    0     0   275    0    57
Added Vol:      0    0    15     0    0     0     0    0     0    15    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0 1112   433    66  473     0     0    0     0   290    0    57
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0 1112   433    66  473     0     0    0     0   290    0    57
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0 1112   433    66  473     0     0    0     0   290    0    57
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     0 1112   433    66  473     0     0    0     0   319    0    57
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       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 0.39  0.30  0.05 0.17  0.00  0.00 0.00  0.00  0.11 0.00  0.04
Crit Vol:          556          66                        0          160
Crit Moves:       ****         ****                                ****
*******************************************************************************

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------------------------------------------------------------------------------------
                              T2/T3 Primary Lot
------------------------------------------------------------------------------------
                     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):        0.936
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180                Level Of Service:                 E
************************************************************************************
Street Name:       Sepulveda Boulevard              Westchester Parkway
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit      Prot+Permit      Prot+Permit      Prot+Permit
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    1  0  3  0  1    1  0  1  1  0    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     175 2095    24   133 1595    64    15  146    73   179  548   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:  175 2095    24   133 1595    64    15  146    73   179  548   326
Added Vol:      0   10     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  175 2105    24   133 1595    64    15  146    73   179  548   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:   175 2105    24   133 1595    64    15  146    73   179  548   326
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  175 2105    24   133 1595    64    15  146    73   179  548   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  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   175 2105    24   133 1595    64    15  146    73   179  548   326
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  1.00  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:     0.13 0.51  0.02  0.10 0.39  0.05  0.01 0.08  0.08  0.13 0.32  0.32
Crit Vol:          702         133              15                   437
Crit Moves:       ****        ****             ****                 ****
************************************************************************************
```

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                              T2/T3 Primary Lot
-------------------------------------------------------------------------------
                     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):        0.987
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180               Level Of Service:                 E
*******************************************************************************
Street Name:       Sepulveda Boulevard                76th/77th Street
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    1  0  3  0  1    2  0  1  0  1    1  0  1  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      66 2021    10    36 1296   207   733   75    77    40  112   365
Growth Adj:  1.00 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 2021    10    36 1296   207   733   75    77    40  112   365
Added Vol:      0   10     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   66 2031    10    36 1296   207   733   75    77    40  112   365
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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 2031    10    36 1296   207   733   75    77    40  112   365
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   66 2031    10    36 1296   207   733   75    77    40  112   365
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  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 2031    10    36 1296   207   806   75    77    40  112   365
------------|---------------||---------------||---------------||---------------|
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 0.45  0.01  0.02 0.29  0.14  0.27 0.05  0.05  0.03 0.07  0.24
Crit Vol:          677          36               403                       365
Crit Moves:       ****         ****             ****                      ****
*******************************************************************************
```

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------------------------------------------------------------------------------------
                              T2/T3 Primary Lot
------------------------------------------------------------------------------------
                     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):        0.852
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       98                Level Of Service:                 D
************************************************************************************
Street Name:       Sepulveda Boulevard                79th/80th Street
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted        Permitted        Permitted
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  1  0    1  0  3  0  1    1  0  1  0  1    1  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     139 2211    28    34 1210   187   168   92   146    45  205   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:  139 2211    28    34 1210   187   168   92   146    45  205   122
Added Vol:      0   10     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:  139 2221    28    34 1210   187   168   92   146    45  205   122
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   139 2221    28    34 1210   187   168   92   146    45  205   122
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  139 2221    28    34 1210   187   168   92   146    45  205   122
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   139 2221    28    34 1210   187   168   92   146    45  205   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:       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 0.50  0.50  0.02 0.27  0.12  0.11 0.06  0.10  0.03 0.22  0.22
Crit Vol:          750          34              168                   327
Crit Moves:       ****         ****            ****                  ****
************************************************************************************
```

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-------------------------------------------------------------------------------
                              T2/T3 Primary Lot
-------------------------------------------------------------------------------
                     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):        0.716
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       51               Level Of Service:                  C
*******************************************************************************
Street Name:       Sepulveda Boulevard                 83rd Street
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  1  0    1  0  2  1  0    0  0  1! 0  0    1  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      39 2079    18    28 1247    35    71   65    43    24  122   150
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   39 2079    18    28 1247    35    71   65    43    24  122   150
Added Vol:      0   10     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   39 2089    18    28 1247    35    71   65    43    24  122   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:    39 2089    18    28 1247    35    71   65    43    24  122   150
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   39 2089    18    28 1247    35    71   65    43    24  122   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:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:    39 2089    18    28 1247    35    71   65    43    24  122   150
------------|---------------||---------------||---------------||---------------|
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 4377   123   595  545   360  1500  673   827
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.47  0.47  0.02 0.28  0.28  0.12 0.12  0.12  0.02 0.18  0.18
Crit Vol:          702           28               71                   272
Crit Moves:       ****         ****             ****                 ****
*******************************************************************************
```

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------------------------------------------------------------------------------------
                              T2/T3 Primary Lot
------------------------------------------------------------------------------------
                     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):        0.445
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       34                Level Of Service:                 A
************************************************************************************
Street Name:         La CIENEGA BLVD.                   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:     374  954    11    12  453    83    19    0    76     6    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:  374  954    11    12  453    83    19    0    76     6    0    13
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  374  954    11    12  453    83    19    0    76     6    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:   374  954    11    12  453    83    19    0    76     6    0    13
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  374  954    11    12  453    83    19    0    76     6    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.:   374  954    11    12  453    83    19    0    76     6    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  0.32 0.00  0.68
Final Sat.:  1425 2818    32  1425 3613   662  1425 1425  1425   450    0   975
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.26 0.34  0.34  0.01 0.13  0.13  0.01 0.00  0.05  0.01 0.00  0.01
Crit Vol:     374                  179                    76     6
Crit Moves:  ****                 ****                 ****  ****
************************************************************************************
```

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Adjusted Baseline 2016 plus Proj PM Thu Jan 5, 2017 15:48:37                  Page 1-1
-------------------------------------------------------------------------------
                              T2/T3 Primary Lot
-------------------------------------------------------------------------------
                               Scenario Report
Scenario:             Adjusted Baseline 2016 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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```
Adjusted Baseline 2016 plus Proj PM Thu Jan 5, 2017 15:48:38                  Page 4-1
------------------------------------------------------------------------------------
                              T2/T3 Primary Lot
------------------------------------------------------------------------------------
                      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):        0.896
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180                Level Of Service:                  D
************************************************************************************
Street Name:          AVIATION BLVD.                    CENTURY BLVD.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  1  1  0    2  0  2  0  1    1  0  3  1  0    1  0  3  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     467  543   127   108  505   145   146 2012   467   103 1241   150
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  467  543   127   108  505   145   146 2012   467   103 1241   150
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:  467  543   127   108  505   145   146 2012   467   103 1241   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:   467  543   127   108  505   145   146 2012   467   103 1241   150
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  467  543   127   108  505   145   146 2012   467   103 1241   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.:   514  543   127   119  505   145   146 2012   467   103 1241   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 3.25  0.75  1.00 3.57  0.43
Final Sat.:  2750 2229   521  2750 2750  1375  1375 4464  1036  1375 4907   593
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.19 0.24  0.24  0.04 0.18  0.11  0.11 0.45  0.45  0.07 0.25  0.25
Crit Vol:     257              253              620              103
Crit Moves:  ****             ****             ****             ****
************************************************************************************
```

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-------------------------------------------------------------------------------
                              T2/T3 Primary Lot
-------------------------------------------------------------------------------
                     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):        0.723
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       82               Level Of Service:                  C
*******************************************************************************
Street Name:           AVIATION BL.                    IMPERIAL HWY.
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:            Ovl              Ovl              Include          Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  2  0  1    2  0  1  1  1    2  0  2  1  0    2  0  3  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     140  373   241   380  594   127   231 1237   270   167  431   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:  140  373   241   380  594   127   231 1237   270   167  431   409
Added Vol:      0    0     0     0    0     0     0   15     0     0   15     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  140  373   241   380  594   127   231 1252   270   167  446   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:   140  373   241   380  594   127   231 1252   270   167  446   409
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  140  373   241   380  594   127   231 1252   270   167  446   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:     1.10 1.00  1.00  1.10 1.00  1.10  1.10 1.00  1.00  1.10 1.00  1.00
Final Vol.:   154  373   241   418  594   140   254 1252   270   184  446   409
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 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 2.47  0.53  2.00 3.00  1.00
Final Sat.:  2750 2750  1375  2750 2750  1375  2750 3393   732  2750 4125  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.06 0.14  0.18  0.15 0.22  0.10  0.09 0.37  0.37  0.07 0.11  0.30
Crit Vol:          187         209                  507          92
Crit Moves:       ****        ****                 ****        ****
*******************************************************************************
```

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Adjusted Baseline 2016 plus Proj PM Thu Jan 5, 2017 15:48:38                  Page 6-1
-------------------------------------------------------------------------------
                              T2/T3 Primary Lot
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
*******************************************************************************
Intersection #19 AVIATION BLVD. @ 111TH
*******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.548
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       50                Level Of Service:                 A
*******************************************************************************
Street Name:          AVIATION BLVD.                    111TH STREET
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:            Ovl              Include          Include          Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1  1  0    1  0  1  1  0    1  0  0  1  0    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      13 1004    33    37 1142    68    62   83    24    28   42    63
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   13 1004    33    37 1142    68    62   83    24    28   42    63
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:   13 1004    33    37 1142    68    62   83    24    28   42    63
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    13 1004    33    37 1142    68    62   83    24    28   42    63
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   13 1004    33    37 1142    68    62   83    24    28   42    63
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:    13 1004    33    37 1142    68    62   83    24    28   42    63
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.94  0.06  1.00 1.89  0.11  1.00 0.78  0.22  1.00 1.00  1.00
Final Sat.:  1375 2662    88  1375 2595   155  1375 1067   308  1375 1375  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.38  0.38  0.03 0.44  0.44  0.05 0.08  0.08  0.02 0.03  0.05
Crit Vol:      13                605              107          28
Crit Moves:  ****                ****             ****         ****
*******************************************************************************
```

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                              T2/T3 Primary Lot
-------------------------------------------------------------------------------
                     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):        0.969
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180               Level Of Service:                 E
*******************************************************************************
Street Name:         La CIENEGA BLVD.                  CENTURY BLVD.
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit      Prot+Permit      Prot+Permit      Prot+Permit
Rights:            Ovl              Ovl              Ovl              Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  0  2    1  0  2  0  2    1  0  3  0  1    1  0  3  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     127  294   562   600  735   348   112 1270   483    90  812   217
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  127  294   562   600  735   348   112 1270   483    90  812   217
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:  127  294   562   600  735   348   112 1270   483    90  812   217
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   127  294   562   600  735   348   112 1270   483    90  812   217
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  127  294   562   600  735   348   112 1270   483    90  812   217
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.10  1.00 1.00  1.10  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   127  294   618   600  735   383   112 1270   483    90  812   217
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  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 4340  1160
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.09 0.11  0.22  0.44 0.27  0.14  0.08 0.31  0.35  0.07 0.19  0.19
Crit Vol:                309   600                423          0
Crit Moves:             ****  ****               ****        ****
*******************************************************************************
```

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                              T2/T3 Primary Lot
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #38 CENTURY BLVD. @ SEPULVEDA BLVD.
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.795
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       70                Level Of Service:                  C
******************************************************************************
Street Name:         SEPULVEDA BLVD.                   CENTURY BLVD.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted        Permitted        Permitted
Rights:            Ignore           Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  4  0  1    0  0  4  0  1    0  0  0  0  0    1  1  0  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0 3537     0     0 2773    51     0    0     0   479   90   236
Growth Adj:  1.00 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 3537     0     0 2773    51     0    0     0   479   90   236
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 3537     0     0 2773    51     0    0     0   479   90   236
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 3537     0     0 2773    51     0    0     0   479   90   236
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0 3537     0     0 2773    51     0    0     0   479   90   236
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 3537     0     0 2773    51     0    0     0   527   90   260
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 4.00  1.00  0.00 4.00  1.00  0.00 0.00  0.00  1.71 0.29  2.00
Final Sat.:     0 6000  1500     0 6000  1500     0    0     0  2562  438  3000
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.59  0.00  0.00 0.46  0.03  0.00 0.00  0.00  0.21 0.21  0.09
Crit Vol:          884           0                        0          308
Crit Moves:       ****         ****                               ****
******************************************************************************
```

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                              T2/T3 Primary Lot
------------------------------------------------------------------------------------
                     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):        0.676
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       44                Level Of Service:                 B
************************************************************************************
Street Name:         405 NORTH OFF RAMP                  CENTURY BLVD
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted        Permitted        Permitted
Rights:            Include          Include          Include          Include
Min. Green:      0    0     0     0    0     0     0    0     0     0    0     0
Lanes:         2  0  0  0  1    0  0  0  0  1    1  0  2  1  1    0  0  2  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 4 Aug 2004 << Employee PM
Base Vol:      667    0   347     0    0    40    24 1804   567     0  912    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:   667    0   347     0    0    40    24 1804   567     0  912    14
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:   667    0   347     0    0    40    24 1804   567     0  912    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:    667    0   347     0    0    40    24 1804   567     0  912    14
Reduct Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   667    0   347     0    0    40    24 1804   567     0  912    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.:    734    0   347     0    0    40    24 1804   624     0  912    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 2.97  1.03  0.00 2.95  0.05
Final Sat.:   3000    0  1500     0    0  1500  1500 4459  1541     0 4432    68
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:      0.24 0.00  0.23  0.00 0.00  0.03  0.02 0.40  0.40  0.00 0.21  0.21
Crit Vol:      367                      40        607          0
Crit Moves:   ****                    ****      ****        ****
************************************************************************************
```

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-------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
*******************************************************************************
Intersection #47 IMPERIAL HWY. @ DOUGLAS ST.
*******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.697
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       75                Level Of Service:                 B
*******************************************************************************
Street Name:          DOUGLAS STREET                    IMPERIAL HWY.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1  0  2    1  0  1! 0  1    1  0  2  1  0    2  0  2  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     156   23   393    56   32    14    21 1543   151   123  572    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:  156   23   393    56   32    14    21 1543   151   123  572    34
Added Vol:      0    0     0     0    0     0     0   15     0     0   15     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  156   23   393    56   32    14    21 1558   151   123  587    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:   156   23   393    56   32    14    21 1558   151   123  587    34
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  156   23   393    56   32    14    21 1558   151   123  587    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.:   156   23   432    62   32    15    21 1558   151   135  587    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  1.70 0.30  1.00  1.00 2.73  0.27  2.00 2.84  0.16
Final Sat.:  1375 1375  2750  2331  419  1375  1375 3761   364  2750 3899   226
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.11 0.02  0.16  0.03 0.08  0.01  0.02 0.41  0.41  0.05 0.15  0.15
Crit Vol:                216        105              570          68
Crit Moves:             ****       ****             ****         ****
*******************************************************************************
```

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-------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
*******************************************************************************
Intersection #65 SEPULVEDA @ H. HUGHES PARKWAY
*******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.721
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       52               Level Of Service:                  C
*******************************************************************************
Street Name:       Sepulveda Boulevard              H. Hughes Parkway
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:           Ignore           Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  4  0  1    2  0  3  0  0    0  0  0  0  0    3  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0 1439   669   580 2543     0     0    0     0   637    0   105
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0 1439   669   580 2543     0     0    0     0   637    0   105
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 1439   669   580 2543     0     0    0     0   637    0   105
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 1439     0   580 2543     0     0    0     0   637    0   105
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0 1439     0   580 2543     0     0    0     0   637    0   105
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 1439     0   638 2543     0     0    0     0   701    0   105
------------|---------------||---------------||---------------||---------------|
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 0.24  0.00  0.21 0.57  0.00  0.00 0.00  0.00  0.16 0.00  0.07
Crit Vol:       0                 848                 0          234
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):        0.770
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       99                Level Of Service:                 C
*******************************************************************************
Street Name:         La CIENEGA BLVD.                   IMPERIAL HWY.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  1  1  1    2  0  1  1  1    2  0  3  0  2    2  0  3  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      64  203   695   397  388   245   229 1295   148    42  370   169
Growth Adj:  1.00 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  203   695   397  388   245   229 1295   148    42  370   169
Added Vol:      0    0     0     5    0    21    21    0     0     0    0     5
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   64  203   695   402  388   266   250 1295   148    42  370   174
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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  203   695   402  388   266   250 1295   148    42  370   174
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   64  203   695   402  388   266   250 1295   148    42  370   174
PCE Adj:     1.00 1.00  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.:    70  203   765   442  388   293   275 1295   163    46  370   191
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 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 1.71  1.29  2.00 3.00  2.00  2.00 3.00  2.00
Final Sat.:  2750 1375  2750  2750 2352  1773  2750 4125  2750  2750 4125  2750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.15  0.28  0.16 0.16  0.16  0.10 0.31  0.06  0.02 0.09  0.07
Crit Vol:                382   221                 432          23
Crit Moves:             ****  ****                ****         ****
*******************************************************************************
```

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                              T2/T3 Primary Lot
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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):        0.699
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       62               Level Of Service:                  B
*******************************************************************************
Street Name:           MAIN STREET                    IMPERIAL HWY
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Permitted       Protected
Rights:           Ignore           Include          Include         Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  1  0  0  1    0  0  1! 0  0    1  0  2  0  1    2  0  2  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     230    0   450     4    1     1     0 1066   395   587  747     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:  230    0   450     4    1     1     0 1066   395   587  747     2
Added Vol:      0    0     0     0    0     0     0   15     0     0   15     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  230    0   450     4    1     1     0 1081   395   587  762     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:   230    0     0     4    1     1     0 1081   395   587  762     2
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  230    0     0     4    1     1     0 1081   395   587  762     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.:   253    0     0     4    1     1     0 1081   395   646  762     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 0.38  0.28  0.23 0.27  0.00
Crit Vol:     127                  6              541          323
Crit Moves:  ****                 ****           ****         ****
*******************************************************************************
```

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                              T2/T3 Primary Lot
------------------------------------------------------------------------------
                     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):        0.574
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       44                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  0    1  0  2  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    3     7   914    0   207   153  433     0     1  425   572
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    3     7   914    0   207   153  433     0     1  425   572
Added Vol:      0    0     0    15    0     0     0    0     0     0    0    15
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0    3     7   929    0   207   153  433     0     1  425   587
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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     7   929    0   207   153  433     0     1  425   587
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0    3     7   929    0   207   153  433     0     1  425   587
PCE Adj:     1.00 1.00  1.00  1.00 1.00  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     7  1022    0   207   168  433     0     1  425   646
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 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 0.30  0.70  2.00 0.00  1.00  2.00 2.00  0.00  1.00 2.00  2.00
Final Sat.:     0  428   998  2850    0  1425  2850 2850     0  1425 2850  2850
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.01  0.01  0.36 0.00  0.15  0.06 0.15  0.00  0.00 0.15  0.23
Crit Vol:           10          511               84                   213
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):        1.393
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:     145 1810  1014   688 2412    16   235  368   172   159  340   394
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  145 1810  1014   688 2412    16   235  368   172   159  340   394
Added Vol:      0    0     0     0    0     0     0   15     0     0   15     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  145 1810  1014   688 2412    16   235  383   172   159  355   394
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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 1810  1014   688 2412    16   235  383   172   159  355   394
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  145 1810  1014   688 2412    16   235  383   172   159  355   394
PCE Adj:     1.00 1.00  1.00  1.00 1.00  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 1810  1014   757 2412    16   259  383   172   175  355   394
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  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 5464    36  2750 4125  1375  2750 4125  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.11 0.44  0.74  0.28 0.44  0.44  0.09 0.09  0.13  0.06 0.09  0.29
Crit Vol:               1014   378              129                       394
Crit Moves:             ****  ****             ****                      ****
******************************************************************************
```

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                              T2/T3 Primary Lot
-------------------------------------------------------------------------------
                     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):        0.456
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       34                Level Of Service:                  A
*******************************************************************************
Street Name:  FWY 105 OFF RAMP/ NASH STREET            IMPERIAL HWY.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase        Permitted       Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  0  0  2    1  1  0  1  1    0  0  2  1  0    2  0  3  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     127    0   255   100  180   183     0  999    58    36  778     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  127    0   255   100  180   183     0  999    58    36  778     0
Added Vol:      0    0     0     0    0     0     0   15     0     0   15     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  127    0   255   100  180   183     0 1014    58    36  793     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   127    0   255   100  180   183     0 1014    58    36  793     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  127    0   255   100  180   183     0 1014    58    36  793     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.:   127    0   281   110  180   201     0 1014    58    40  793     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 1929  2346     0 4044   231  2850 4275     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.09 0.00  0.10  0.08 0.09  0.09  0.00 0.25  0.25  0.01 0.19  0.00
Crit Vol:                140        133              357          20
Crit Moves:             ****       ****             ****         ****
*******************************************************************************
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                              T2/T3 Primary Lot
-------------------------------------------------------------------------------
                     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):        0.631
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       50               Level Of Service:                 B
*******************************************************************************
Street Name:            / 105 RAMP                    IMPERIAL HWY.
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Permitted       Protected
Rights:            Ovl              Ovl             Include         Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  0  0  2    0  0  0  0  0    0  0  2  1  1    2  0  2  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     513    0   203     0    0     0     0 1592   490   140  628     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:  513    0   203     0    0     0     0 1592   490   140  628     0
Added Vol:      0    0     6     0    0     0     0   15     0     6   15     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  513    0   209     0    0     0     0 1607   490   146  643     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:   513    0   209     0    0     0     0 1607   490   146  643     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  513    0   209     0    0     0     0 1607   490   146  643     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.:   564    0   230     0    0     0     0 1607   539   161  643     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 3.00  1.00  2.00 2.00  0.00
Final Sat.:  2850    0  2850     0    0     0     0 4268  1432  2850 2850     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.20 0.00  0.08  0.00 0.00  0.00  0.00 0.38  0.38  0.06 0.23  0.00
Crit Vol:     282                  0              536          80
Crit Moves:  ****                               ****         ****
*******************************************************************************
```

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                              T2/T3 Primary Lot
------------------------------------------------------------------------------
                     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):        0.832
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      111                Level Of Service:                 D
******************************************************************************
Street Name:          405 NORTH RAMP                    IMPERIAL HWY
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase        Permitted        Permitted
Rights:           Include          Include          Ignore           Ignore
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1! 0  0    0  0  0  0  0    0  0  2  1  1    0  0  2  1  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     169    0   291     0    0     0     0 2684   285     0  440   239
Growth Adj:  1.00 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    0   291     0    0     0     0 2684   285     0  440   239
Added Vol:      5    0     0     0    0     0     0    0     5     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  174    0   291     0    0     0     0 2684   290     0  440   239
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:   174    0   291     0    0     0     0 2684     0     0  440     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  174    0   291     0    0     0     0 2684     0     0  440     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
MLF Adj:     1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
Final Vol.:   191    0   291     0    0     0     0 2684     0     0  440     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 0.00  1.00  0.00 0.00  0.00  0.00 3.00  1.00  0.00 3.00  1.00
Final Sat.:  1425    0  1425     0    0     0     0 4275  1425     0 4275  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.13 0.00  0.20  0.00 0.00  0.00  0.00 0.63  0.00  0.00 0.10  0.00
Crit Vol:                291           0              895           0
Crit Moves:              ****                         ****        ****
******************************************************************************
```

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                              T2/T3 Primary Lot
-------------------------------------------------------------------------------
                     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):        0.600
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       47               Level Of Service:                  B
*******************************************************************************
Street Name:         La CIENEGA BLVD.                   LENNOX BLVD
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted      Permit+Prot      Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  1  1  0    1  0  2  1  0    0  0  0  0  0    1  1  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  556   361   318  724     4     0    0     0    71    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
Initial Bse:    0  556   361   318  724     4     0    0     0    71    0    79
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  556   361   318  724     4     0    0     0    71    0    79
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  556   361   318  724     4     0    0     0    71    0    79
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  556   361   318  724     4     0    0     0    71    0    79
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     0  556   361   318  724     4     0    0     0    78    0    79
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 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 1728  1122  1425 4252    23     0    0     0  2850    0  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.32  0.32  0.22 0.17  0.17  0.00 0.00  0.00  0.03 0.00  0.06
Crit Vol:          459         318                      0                    79
Crit Moves:       ****        ****                                          ****
*******************************************************************************

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                              T2/T3 Primary Lot
-------------------------------------------------------------------------------
                     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):        0.371
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       30                Level Of Service:                 A
*******************************************************************************
Street Name:         La CIENEGA BLVD.                   / 111TH STREET
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted      Split Phase      Split Phase
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  0  0    0  0  2  1  0    2  0  0  0  1    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      53  782     0     0  851    68   115    0   138     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:   53  782     0     0  851    68   115    0   138     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:   53  782     0     0  851    68   115    0   138     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:    53  782     0     0  851    68   115    0   138     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   53  782     0     0  851    68   115    0   138     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.:    53  782     0     0  851    68   127    0   138     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:     0.04 0.27  0.00  0.00 0.21  0.21  0.04 0.00  0.10  0.00 0.00  0.00
Crit Vol:          391           0                        138           0
Crit Moves:       ****         ****                      ****
*******************************************************************************
```

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                              T2/T3 Primary Lot
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
*******************************************************************************
Intersection #96 La CIENEGA BLVD. @ 405 S/B RAPM
*******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.824
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      105               Level Of Service:                  D
*******************************************************************************
Street Name:         La CIENEGA BLVD.                   405 N/B RAPM
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted      Split Phase      Split Phase
Rights:            Ovl              Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  1  1  1    1  0  2  0  0    0  0  0  0  0    1  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  620    64   199  790     0     0    0     0   873    0   369
Growth Adj:  1.00 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  620    64   199  790     0     0    0     0   873    0   369
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  620    64   199  790     0     0    0     0   873    0   369
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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  620    64   199  790     0     0    0     0   873    0   369
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  620    64   199  790     0     0    0     0   873    0   369
PCE Adj:     1.00 1.00  1.00  1.00 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  620    70   199  790     0     0    0     0   960    0   369
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 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 0.22  0.05  0.14 0.28  0.00  0.00 0.00  0.00  0.47 0.00  0.47
Crit Vol:          310         199                      0                    665
Crit Moves:       ****        ****                                          ****
*******************************************************************************

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                              T2/T3 Primary Lot
------------------------------------------------------------------------------------
                     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):        0.421
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       39                Level Of Service:                 A
************************************************************************************
Street Name:         La CIENEGA BLVD.                    405 S/B RAMP
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include          Include           Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  1  1  0    2  0  1  1  0    0  0  0  0  1    0  0  0  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  652    39   360  860     1     0    0     2     0    0   420
Growth Adj:  1.00 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  652    39   360  860     1     0    0     2     0    0   420
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  652    39   360  860     1     0    0     2     0    0   420
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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  652    39   360  860     1     0    0     2     0    0   420
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  652    39   360  860     1     0    0     2     0    0   420
PCE Adj:     1.00 1.00  1.00  1.00 1.00  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  652    39   396  860     1     0    0     2     0    0   462
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 1.89  0.11  2.00 1.99  0.01  0.00 0.00  1.00  0.00 0.00  2.00
Final Sat.:     0 2595   155  2750 2747     3     0    0  1375     0    0  2750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.25  0.25  0.14 0.31  0.31  0.00 0.00  0.00  0.00 0.00  0.17
Crit Vol:          345           0                          2                231
Crit Moves:       ****         ****                       ****              ****
************************************************************************************
```

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                              T2/T3 Primary Lot
------------------------------------------------------------------------------
                     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):        0.384
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.                   405 S/B RAMP
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted      Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  0  1    1  0  2  1  0    0  0  0  1  0    1  1  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      27  619    30    67  901     3     0    0    11   231    0   231
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   27  619    30    67  901     3     0    0    11   231    0   231
Added Vol:     26    0     0     0    0     0     0    4    26     0    4     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   53  619    30    67  901     3     0    4    37   231    4   231
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    53  619    30    67  901     3     0    4    37   231    4   231
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   53  619    30    67  901     3     0    4    37   231    4   231
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  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.:    53  619    30    67  901     3     0    4    37   254    4   231
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  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 0.10  0.90  1.97 0.03  1.00
Final Sat.:  1425 2850  1425  1425 4261    14     0  139  1286  2806   44  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.22  0.02  0.05 0.21  0.21  0.00 0.03  0.03  0.09 0.09  0.16
Crit Vol:          310          67                   41          129
Crit Moves:       ****         ****                 ****         ****
******************************************************************************

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                              T2/T3 Primary Lot
-------------------------------------------------------------------------------
                     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):        0.889
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180                Level Of Service:                 D
*******************************************************************************
Street Name:       Sepulveda Boulevard              La Tijera Boulevard
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit      Prot+Permit      Prot+Permit      Prot+Permit
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    1  0  3  0  1    1  0  2  0  1    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     126 1278   227   118 1750   145   133  361   100   332  270    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:  126 1278   227   118 1750   145   133  361   100   332  270    69
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  126 1278   227   118 1750   145   133  361   100   332  270    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:   126 1278   227   118 1750   145   133  361   100   332  270    69
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  126 1278   227   118 1750   145   133  361   100   332  270    69
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   126 1278   227   118 1750   145   133  361   100   332  270    69
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  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 2190   560
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.09 0.31  0.17  0.09 0.42  0.11  0.10 0.13  0.07  0.24 0.12  0.12
Crit Vol:     126                583              181              332
Crit Moves:  ****               ****             ****             ****
*******************************************************************************
```

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                              T2/T3 Primary Lot
------------------------------------------------------------------------------
                     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):        1.034
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180               Level Of Service:                  F
******************************************************************************
Street Name:        SEPULVEDA BOULEVARD              LINCOLN BOULEVARD
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected         Permitted         Permitted         Permitted
Rights:           Include           Include           Include           Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        4  0  2  1  0    0  0  3  1  0    0  0  0  0  4    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:    1558 2013     0     0 2116    42     0    0  1839     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: 1558 2013     0     0 2116    42     0    0  1839     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: 1558 2013     0     0 2116    42     0    0  1839     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:  1558 2013     0     0 2116    42     0    0  1839     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol: 1558 2013     0     0 2116    42     0    0  1839     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.:  1714 2013     0     0 2116    42     0    0  2023     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 5589   111     0    0  5700     0 1425     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.30 0.47  0.00  0.00 0.38  0.38  0.00 0.00  0.35  0.00 0.00  0.00
Crit Vol:     428                539                506      0
Crit Moves:  ****                ****                ****
******************************************************************************
```

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                              T2/T3 Primary Lot
-------------------------------------------------------------------------------
                     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):        0.955
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180                Level Of Service:                 E
*******************************************************************************
Street Name:       Sepulveda Boulevard               Manchester Avenue
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit      Prot+Permit       Protected       Prot+Permit
Rights:            Ovl              Ovl              Ovl              Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    1  0  3  0  1    2  0  2  0  1    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     171 1356   120   351 1811   279   224  797   132   111  529   207
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  171 1356   120   351 1811   279   224  797   132   111  529   207
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:  171 1356   120   351 1811   279   224  797   132   111  529   207
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   171 1356   120   351 1811   279   224  797   132   111  529   207
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  171 1356   120   351 1811   279   224  797   132   111  529   207
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  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.:   171 1356   120   351 1811   279   246  797   132   111  529   207
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  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:     0.12 0.33  0.09  0.26 0.44  0.20  0.09 0.29  0.10  0.08 0.27  0.27
Crit Vol:          452         351                  399         111
Crit Moves:       ****        ****                 ****        ****
*******************************************************************************
```

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```
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-------------------------------------------------------------------------------
                              T2/T3 Primary Lot
-------------------------------------------------------------------------------
                     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):        0.368
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       29               Level Of Service:                  A
*******************************************************************************
Street Name:          Pershing Drive                Westchester Parkway
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted       Protected         Permitted         Permitted
Rights:           Include          Include          Include           Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  2  0  1    1  0  2  0  0    0  0  0  0  0    2  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  582   319    77  645     0     0    0     0   192    0   111
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  582   319    77  645     0     0    0     0   192    0   111
Added Vol:      0    0    15     0    0     0     0    0     0    15    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0  582   334    77  645     0     0    0     0   207    0   111
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  582   334    77  645     0     0    0     0   207    0   111
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  582   334    77  645     0     0    0     0   207    0   111
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     0  582   334    77  645     0     0    0     0   228    0   111
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       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  0.23  0.05 0.23  0.00  0.00 0.00  0.00  0.08 0.00  0.08
Crit Vol:             334    77                       0         114
Crit Moves:           ****  ****                               ****
*******************************************************************************
```

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------------------------------------------------------------------------------
                              T2/T3 Primary Lot
------------------------------------------------------------------------------
                     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):        0.963
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180                Level Of Service:                 E
******************************************************************************
Street Name:       Sepulveda Boulevard              Westchester Parkway
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit      Prot+Permit      Prot+Permit      Prot+Permit
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    1  0  3  0  1    1  0  1  1  0    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     195 1618    76   218 2009    67    64  279   102   269  292   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:  195 1618    76   218 2009    67    64  279   102   269  292   211
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:  195 1618    76   218 2009    67    64  279   102   269  292   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:   195 1618    76   218 2009    67    64  279   102   269  292   211
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  195 1618    76   218 2009    67    64  279   102   269  292   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  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   195 1618    76   218 2009    67    64  279   102   269  292   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 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 2014   736  1375 1596  1154
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.14 0.39  0.06  0.16 0.49  0.05  0.05 0.14  0.14  0.20 0.18  0.18
Crit Vol:     195                670              190              269
Crit Moves:  ****               ****             ****             ****
******************************************************************************
```

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------------------------------------------------------------------------------
                              T2/T3 Primary Lot
------------------------------------------------------------------------------
                     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):        0.557
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       33               Level Of Service:                  A
******************************************************************************
Street Name:       Sepulveda Boulevard               76th/77th Street
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    1  0  3  0  1    2  0  1  0  1    1  0  1  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      66 1666    39   127 1411   332   192   39    54    23   48    36
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   66 1666    39   127 1411   332   192   39    54    23   48    36
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:   66 1666    39   127 1411   332   192   39    54    23   48    36
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    66 1666    39   127 1411   332   192   39    54    23   48    36
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   66 1666    39   127 1411   332   192   39    54    23   48    36
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00
Final Vol.:    66 1666    39   127 1411   332   211   39    54    23   48    36
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 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 0.37  0.03  0.08 0.31  0.22  0.07 0.03  0.04  0.02 0.03  0.02
Crit Vol:          555         127              106                   48
Crit Moves:       ****        ****             ****                  ****
******************************************************************************

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-------------------------------------------------------------------------------
                              T2/T3 Primary Lot
-------------------------------------------------------------------------------
                     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):        0.574
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       34                Level Of Service:                  A
*******************************************************************************
Street Name:       Sepulveda Boulevard                79th/80th Street
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted        Permitted        Permitted
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  1  0    1  0  3  0  1    1  0  1  0  1    1  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      88 1851    34    36 1453   189   116   60    86    29   49    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:   88 1851    34    36 1453   189   116   60    86    29   49    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:   88 1851    34    36 1453   189   116   60    86    29   49    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:    88 1851    34    36 1453   189   116   60    86    29   49    31
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   88 1851    34    36 1453   189   116   60    86    29   49    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  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:    88 1851    34    36 1453   189   116   60    86    29   49    31
------------|---------------||---------------||---------------||---------------|
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 4419    81  1500 4500  1500  1500 1500  1500  1500  919   581
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.06 0.42  0.42  0.02 0.32  0.13  0.08 0.04  0.06  0.02 0.05  0.05
Crit Vol:          628          36              116                   80
Crit Moves:       ****         ****            ****                  ****
*******************************************************************************
```

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```
Adjusted Baseline 2016 plus Proj PM Thu Jan 5, 2017 15:48:38                Page 31-1
-------------------------------------------------------------------------------
                              T2/T3 Primary Lot
-------------------------------------------------------------------------------
                     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):        0.527
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       30               Level Of Service:                  A
*******************************************************************************
Street Name:       Sepulveda Boulevard                 83rd Street
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  1  0    1  0  2  1  0    0  0  1! 0  0    1  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      53 1843    17    42 1497    53    48   43    28     9   30    27
Growth Adj:  1.00 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 1843    17    42 1497    53    48   43    28     9   30    27
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:   53 1843    17    42 1497    53    48   43    28     9   30    27
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    53 1843    17    42 1497    53    48   43    28     9   30    27
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   53 1843    17    42 1497    53    48   43    28     9   30    27
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:    53 1843    17    42 1497    53    48   43    28     9   30    27
------------|---------------||---------------||---------------||---------------|
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  0.40 0.36  0.24  1.00 0.53  0.47
Final Sat.:  1500 4459    41  1500 4346   154   605  542   353  1500  789   711
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.41  0.41  0.03 0.34  0.34  0.08 0.08  0.08  0.01 0.04  0.04
Crit Vol:          620           42                  119           9
Crit Moves:       ****         ****                ****         ****
*******************************************************************************
```

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Adjusted Baseline 2016 plus Proj PM Thu Jan 5, 2017 15:48:38                Page 32-1
-------------------------------------------------------------------------------
                              T2/T3 Primary Lot
-------------------------------------------------------------------------------
                     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):        0.477
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       36                Level Of Service:                  A
*******************************************************************************
Street Name:         La CIENEGA BLVD.                   104 TH STREET
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit        Permitted         Permitted        Permitted
Rights:           Include           Include           Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1  1  0    1  0  2  1  0    1  0  1  0  1    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     121  579    12    47  788    53    90    3   271     7    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:  121  579    12    47  788    53    90    3   271     7    1    11
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  121  579    12    47  788    53    90    3   271     7    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:   121  579    12    47  788    53    90    3   271     7    1    11
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  121  579    12    47  788    53    90    3   271     7    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.:   121  579    12    47  788    53    90    3   271     7    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  0.37 0.05  0.58
Final Sat.:  1425 2792    58  1425 4006   269  1425 1425  1425   525   75   825
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.08 0.21  0.21  0.03 0.20  0.20  0.06 0.00  0.19  0.01 0.01  0.01
Crit Vol:     121                  280                   271     7
Crit Moves:  ****                 ****                  ****  ****
*******************************************************************************
```

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```
Future 2019 w/ Proj-AM Peak        Thu May 25, 2017 16:20:20                 Page 1-1
-------------------------------------------------------------------------------
                             T2/T3 Optional Lot
-------------------------------------------------------------------------------
                               Scenario Report
Scenario:             Future 2019 w/ 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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                            T2/T3 Optional Lot
-------------------------------------------------------------------------------
                     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):        0.762
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       96                Level Of Service:                  C
*******************************************************************************
Street Name:          AVIATION BLVD.                    CENTURY BLVD.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  1  1  0    2  0  2  0  1    1  0  3  1  0    1  0  3  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:     582  603    67    58  352   183   131  997   245    61 1273    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:  582  603    67    58  352   183   131  997   245    61 1273    92
Added Vol:     73   10     0     7    5     0     3   89    77     0  125    10
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  655  613    67    65  357   183   134 1086   322    61 1398   102
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   655  613    67    65  357   183   134 1086   322    61 1398   102
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  655  613    67    65  357   183   134 1086   322    61 1398   102
PCE Adj:     1.00 1.00  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.:   721  613    67    72  357   183   134 1086   322    61 1398   102
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 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 2479   271  2750 2750  1375  1375 4242  1258  1375 5126   374
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.26 0.25  0.25  0.03 0.13  0.13  0.10 0.26  0.26  0.04 0.27  0.27
Crit Vol:     360                 178          134                  375
Crit Moves:  ****                ****         ****                 ****
*******************************************************************************
```

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                            T2/T3 Optional Lot
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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):        0.891
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180               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:     300  572   112   232  301   214   136  247    65   251 1074   782
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  300  572   112   232  301   214   136  247    65   251 1074   782
Added Vol:     20    1     0    74    3     5     0    0     0     0  170    82
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  320  573   112   306  304   219   136  247    65   251 1244   864
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   320  573   112   306  304   219   136  247    65   251 1244   864
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  320  573   112   306  304   219   136  247    65   251 1244   864
PCE Adj:     1.00 1.00  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.:   352  573   112   337  304   241   150  247    65   276 1244   864
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 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 2.38  0.62  2.00 3.00  1.00
Final Sat.:  2750 2750  1375  2750 2301  1824  2750 3266   859  2750 4125  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.13 0.21  0.08  0.12 0.13  0.13  0.05 0.08  0.08  0.10 0.30  0.63
Crit Vol:          287           0              75                          864
Crit Moves:       ****         ****            ****                        ****
*******************************************************************************

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                            T2/T3 Optional Lot
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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):        0.679
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       71                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  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:      33 1497    24    32  698    61    43   33    31    27   56    59
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   33 1497    24    32  698    61    43   33    31    27   56    59
Added Vol:      0   83     0     0   82     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   33 1580    24    32  780    61    43   33    31    27   56    59
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    33 1580    24    32  780    61    43   33    31    27   56    59
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   33 1580    24    32  780    61    43   33    31    27   56    59
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:    33 1580    24    32  780    61    43   33    31    27   56    59
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.97  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 2551   199  1375  709   666  1375 1375  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.58  0.58  0.02 0.31  0.31  0.03 0.05  0.05  0.02 0.04  0.04
Crit Vol:          802          32               43                   56
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):        0.942
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180               Level Of Service:                 E
*******************************************************************************
Street Name:         La CIENEGA BLVD.                  CENTURY BLVD.
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit      Prot+Permit      Prot+Permit      Prot+Permit
Rights:            Ovl              Ovl              Ovl              Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  0  2    1  0  2  0  2    1  0  3  0  1    1  0  3  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     225  613   182   187  356   484    90  532   320   330 1775   898
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  225  613   182   187  356   484    90  532   320   330 1775   898
Added Vol:      7    0     0     0    4     0     1   58    37     0  128     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  232  613   182   187  360   484    91  590   357   330 1903   898
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   232  613   182   187  360   484    91  590   357   330 1903   898
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  232  613   182   187  360   484    91  590   357   330 1903   898
PCE Adj:     1.00 1.00  1.00  1.00 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.:   232  613   200   187  360   532    91  590   357   330 1903   898
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  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:     0.17 0.22  0.07  0.14 0.13  0.19  0.07 0.14  0.26  0.24 0.46  0.65
Crit Vol:          307           0                91                        898
Crit Moves:       ****         ****              ****                      ****
*******************************************************************************
```

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                            T2/T3 Optional Lot
-------------------------------------------------------------------------------
                     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):        1.011
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180                Level Of Service:                 F
*******************************************************************************
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 4649     0     0 1701    36     0    0     0   410   70   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:    0 4649     0     0 1701    36     0    0     0   410   70   347
Added Vol:      0  261     0     0    0     0     0    0     0    41   12   123
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0 4910     0     0 1701    36     0    0     0   451   82   470
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 4910     0     0 1701    36     0    0     0   451   82   470
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0 4910     0     0 1701    36     0    0     0   451   82   470
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 4910     0     0 1701    36     0    0     0   496   82   517
------------|---------------||---------------||---------------||---------------|
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  1.72 0.28  2.00
Final Sat.:     0 6000  1500     0 6000  1500     0    0     0  2574  426  3000
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.82  0.00  0.00 0.28  0.02  0.00 0.00  0.00  0.19 0.19  0.17
Crit Vol:         1228           0                        0         289
Crit Moves:       ****         ****                               ****
*******************************************************************************
```

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                            T2/T3 Optional Lot
-------------------------------------------------------------------------------
                     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):        1.010
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180                Level Of Service:                 F
*******************************************************************************
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:     1285    0   393     0    0    26     5  614   200     0 2191     7
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse: 1285    0   393     0    0    26     5  614   200     0 2191     7
Added Vol:      9    0     0     0    0     0     0    4    54     0  118     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut: 1294    0   393     0    0    26     5  618   254     0 2309     7
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:  1294    0   393     0    0    26     5  618   254     0 2309     7
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol: 1294    0   393     0    0    26     5  618   254     0 2309     7
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.10  1.00 1.00  1.00
Final Vol.:  1423    0   393     0    0    26     5  618   279     0 2309     7
------------|---------------||---------------||---------------||---------------|
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 2.75  1.25  0.00 2.99  0.01
Final Sat.:  3000    0  1500     0    0  1500  1500 4132  1868     0 4486    14
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.47 0.00  0.26  0.00 0.00  0.02  0.00 0.15  0.15  0.00 0.51  0.51
Crit Vol:     712                      26     5                    772
Crit Moves:  ****                     ****  ****                 ****
*******************************************************************************
```

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                            T2/T3 Optional Lot
-------------------------------------------------------------------------------
                     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):        0.540
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       50                Level Of Service:                 A
*******************************************************************************
Street Name:          DOUGLAS STREET                    IMPERIAL HWY.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1  0  2    1  0  1! 0  1    1  0  2  1  0    2  0  2  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:      77   14    83    42   45    10    34  439   200   385 1422    58
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   77   14    83    42   45    10    34  439   200   385 1422    58
Added Vol:      3    0     0     0    0     0     0    0     0     0  195     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   80   14    83    42   45    10    34  439   200   385 1617    58
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    80   14    83    42   45    10    34  439   200   385 1617    58
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   80   14    83    42   45    10    34  439   200   385 1617    58
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.10  1.10 1.00  1.10  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:    80   14    91    46   45    11    34  439   200   424 1617    58
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  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  1.36 0.64  1.00  1.00 2.06  0.94  2.00 2.90  0.10
Final Sat.:  1375 1375  2750  1865  885  1375  1375 2834  1291  2750 3982   143
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.06 0.01  0.03  0.02 0.05  0.01  0.02 0.15  0.15  0.15 0.41  0.41
Crit Vol:      80                  70          34                  558
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):        0.840
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       90                Level Of Service:                  D
*******************************************************************************
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 3157  1112   150  987     0     0    0     0   840    0   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:    0 3157  1112   150  987     0     0    0     0   840    0   145
Added Vol:      0    9     0     0   62     0     0    0     0   211    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0 3166  1112   150 1049     0     0    0     0  1051    0   145
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 3166     0   150 1049     0     0    0     0  1051    0   145
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0 3166     0   150 1049     0     0    0     0  1051    0   145
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 3166     0   165 1049     0     0    0     0  1156    0   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:       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 0.53  0.00  0.06 0.23  0.00  0.00 0.00  0.00  0.26 0.00  0.10
Crit Vol:          791          83                          0          385
Crit Moves:       ****         ****                        ****
*******************************************************************************
```

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           Circular 212 Planning Method (Future Volume Alternative)
*******************************************************************************
Intersection #67 IMPERIAL HWY. @ La CIENEGA BLVD.
*******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.587
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       55                Level Of Service:                 A
*******************************************************************************
Street Name:         La CIENEGA BLVD.                   IMPERIAL HWY.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  1  1  1    2  0  1  1  1    2  0  3  0  2    2  0  3  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:      79  307   145   101  202   345   316  211   146   106  951   696
Growth Adj:  1.00 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  307   145   101  202   345   316  211   146   106  951   696
Added Vol:      1    0     0     0    0    24     0    7    22     0   67     7
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   80  307   145   101  202   369   316  218   168   106 1018   703
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    80  307   145   101  202   369   316  218   168   106 1018   703
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   80  307   145   101  202   369   316  218   168   106 1018   703
PCE Adj:     1.00 1.00  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.:    88  307   160   111  202   406   348  218   185   117 1018   773
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 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 2715  1410  2750 1375  2750  2750 4125  2750  2750 4125  2750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.11  0.11  0.04 0.15  0.15  0.13 0.05  0.07  0.04 0.25  0.28
Crit Vol:      44                 202          174                        387
Crit Moves:  ****                ****         ****                       ****
*******************************************************************************
```

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                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
*******************************************************************************
Intersection #68 IMPERIAL HWY @MAIN STREET
*******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        1.260
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180               Level Of Service:                  F
*******************************************************************************
Street Name:           MAIN STREET                      IMPERIAL HWY
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Permitted       Protected
Rights:           Ignore           Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  1  0  0  1    0  0  0  0  1    1  0  2  0  1    2  0  2  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:     507    1   604     0    0     5     0  906   225   547 1409     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:  507    1   604     0    0     5     0  906   225   547 1409     1
Added Vol:      0    0     1     0    0     0     0  181     0     0  527     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  507    1   605     0    0     5     0 1087   225   547 1936     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:   507    1     0     0    0     5     0 1087   225   547 1936     1
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  507    1     0     0    0     5     0 1087   225   547 1936     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.:   558    1     0     0    0     5     0 1087   225   602 1936     1
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.99 0.01  1.00  0.00 0.00  1.00  1.00 2.00  1.00  2.00 2.00  1.00
Final Sat.:  2845    5  1425     0    0  1425  1425 2850  1425  2850 2850  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.20 0.20  0.00  0.00 0.00  0.00  0.00 0.38  0.16  0.21 0.68  0.00
Crit Vol:     279                      5        543              968
Crit Moves:  ****                    ****      ****            ****
*******************************************************************************
```

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           Circular 212 Planning Method (Future Volume Alternative)
*******************************************************************************
Intersection #69 IMPERIAL HWY @ PERSHING DR.
*******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.600
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       46                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     4   788    0    92   208  341     1     8  404  1475
Growth Adj:  1.00 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     4   788    0    92   208  341     1     8  404  1475
Added Vol:      0    0     0   181    0     0     0    0     0     0    0   528
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0    1     4   969    0    92   208  341     1     8  404  2003
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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     4   969    0    92   208  341     1     8  404  2003
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0    1     4   969    0    92   208  341     1     8  404  2003
PCE Adj:     1.00 1.00  1.00  1.00 1.00  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     4  1066    0    92   229  341     1     8  404  2203
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 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 0.20  0.80  2.00 0.00  1.00  2.00 1.99  0.01  1.00 2.00  2.00
Final Sat.:     0  285  1140  2850    0  1425  2850 2842     8  1425 2850  2850
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.00  0.37 0.00  0.06  0.08 0.12  0.12  0.01 0.14  0.77
Crit Vol:           5          533              114                   202
Crit Moves:      ****       ****             ****                  ****
*******************************************************************************
```

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*******************************************************************************
Intersection #71 IMPERIAL HWY @ SEPULVEDA BL.
*******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        1.188
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:     111 1911   579   406 2322    11   261  230    69   222  250   463
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  111 1911   579   406 2322    11   261  230    69   222  250   463
Added Vol:     18   34     0     1    7     0     1    0     0     0   47   154
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  129 1945   579   407 2329    11   262  230    69   222  297   617
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   129 1945   579   407 2329    11   262  230    69   222  297   617
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  129 1945   579   407 2329    11   262  230    69   222  297   617
PCE Adj:     1.00 1.00  1.00  1.00 1.00  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.:   129 1945   579   448 2329    11   288  230    69   244  297   617
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  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 0.47  0.42  0.16 0.43  0.43  0.10 0.06  0.05  0.09 0.07  0.45
Crit Vol:          648          224              144                        617
Crit Moves:       ****         ****             ****                       ****
*******************************************************************************


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*******************************************************************************
Intersection #73 IMPERIAL HWY @ NASH ST.
*******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.918
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180                Level Of Service:                 E
*******************************************************************************
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:      58    0    55   431 1046   578     0  658   113   262 1046     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:   58    0    55   431 1046   578     0  658   113   262 1046     0
Added Vol:      3    0     0     0    0     0     0    0     0     0  198     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   61    0    55   431 1046   578     0  658   113   262 1244     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:    61    0    55   431 1046   578     0  658   113   262 1244     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   61    0    55   431 1046   578     0  658   113   262 1244     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.:    61    0    61   474 1046   636     0  658   113   288 1244     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 2590  1685     0 3648   627  2850 4275     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.00  0.02  0.33 0.40  0.38  0.00 0.18  0.18  0.10 0.29  0.00
Crit Vol:      61                  576              257              415
Crit Moves:  ****                ****             ****             ****
*******************************************************************************
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*******************************************************************************
Intersection #74 IMPERIAL HWY. @  105 RAMP
*******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        1.039
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180               Level Of Service:                  F
*******************************************************************************
Street Name:            / 105 RAMP                    IMPERIAL HWY.
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Permitted       Protected
Rights:            Ovl              Ovl             Include         Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  0  0  2    0  0  0  0  0    0  0  2  1  1    2  0  2  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:    1113    0   370     0    0     0     0  301   364   113 1138     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: 1113    0   370     0    0     0     0  301   364   113 1138     0
Added Vol:    160    0     0     0    0     0     0   29    45     0   92     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut: 1273    0   370     0    0     0     0  330   409   113 1230     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:  1273    0   370     0    0     0     0  330   409   113 1230     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol: 1273    0   370     0    0     0     0  330   409   113 1230     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.:  1400    0   407     0    0     0     0  330   450   124 1230     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:     0.49 0.00  0.14  0.00 0.00  0.00  0.00 0.12  0.16  0.04 0.43  0.00
Crit Vol:     700                    0              165              615
Crit Moves:  ****                                 ****             ****
*******************************************************************************
```

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                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
*******************************************************************************
Intersection #75 IMPERIAL HWY. @ 405 NORTH RAMP
*******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.650
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       53                Level Of Service:                 B
*******************************************************************************
Street Name:          405 NORTH RAMP                    IMPERIAL HWY
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase        Permitted        Permitted
Rights:           Include          Include          Ignore           Ignore
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1! 0  0    0  0  0  0  0    0  0  2  1  1    0  0  2  1  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:     636    0    76     0    0     0     0  382    79     0 1542   576
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  636    0    76     0    0     0     0  382    79     0 1542   576
Added Vol:      0    0     0     0    0     0     0    7     0     0   74     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  636    0    76     0    0     0     0  389    79     0 1616   576
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:   636    0    76     0    0     0     0  389     0     0 1616     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  636    0    76     0    0     0     0  389     0     0 1616     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.:   700    0    76     0    0     0     0  389     0     0 1616     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:     0.27 0.00  0.27  0.00 0.00  0.00  0.00 0.09  0.00  0.00 0.38  0.00
Crit Vol:                388           0           0                   539
Crit Moves:              ****                 ****                    ****
*******************************************************************************
```

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-------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
*******************************************************************************
Intersection #89 La CIENEGA BLVD. @ LENNOX BLVD
*******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.665
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       56               Level Of Service:                   B
*******************************************************************************
Street Name:         La CIENEGA BLVD.                   LENNOX BLVD
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted      Permit+Prot      Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  1  1  0    1  0  2  1  0    0  0  0  0  0    1  1  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:       0 1077   101    67  433    29     0    0     0   171    0   287
Growth Adj:  1.00 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 1077   101    67  433    29     0    0     0   171    0   287
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 1084   101    67  437    29     0    0     0   171    0   288
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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 1084   101    67  437    29     0    0     0   171    0   288
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0 1084   101    67  437    29     0    0     0   171    0   288
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  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 1084   101    67  437    29     0    0     0   188    0   288
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 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 2607   243  1425 4009   266     0    0     0  2850    0  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.42  0.42  0.05 0.11  0.11  0.00 0.00  0.00  0.07 0.00  0.20
Crit Vol:          592          67                     0                    288
Crit Moves:       ****         ****                                      ****
*******************************************************************************


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                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
*******************************************************************************
Intersection #94 La CIENEGA BLVD. @ 111TH STREET
*******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.459
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       34                Level Of Service:                 A
*******************************************************************************
Street Name:         La CIENEGA BLVD.                   / 111TH STREET
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted      Split Phase      Split Phase
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  0  0    0  0  2  1  0    2  0  0  0  1    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:     214 1191     0     0  462   112    45    0    55     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  214 1191     0     0  462   112    45    0    55     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:  214 1198     0     0  466   112    45    0    55     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:   214 1198     0     0  466   112    45    0    55     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  214 1198     0     0  466   112    45    0    55     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.:   214 1198     0     0  466   112    50    0    55     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 3447   828  2850    0  1425     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.15 0.42  0.00  0.00 0.14  0.14  0.02 0.00  0.04  0.00 0.00  0.00
Crit Vol:          599           0                          55           0
Crit Moves:       ****         ****                       ****
*******************************************************************************
```

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-------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
*******************************************************************************
Intersection #96 La CIENEGA BLVD. @ 405 S/B RAPM
*******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        1.034
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180                Level Of Service:                  F
*******************************************************************************
Street Name:         La CIENEGA BLVD.                    405 N/B RAPM
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted      Split Phase      Split Phase
Rights:            Ovl              Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  1  1  1    1  0  2  0  0    0  0  0  0  0    1  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:       0 1926   143   144  419     0     0    0     0   586    0    87
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0 1926   143   144  419     0     0    0     0   586    0    87
Added Vol:      0    1     0     0    4     0     0    0     0     0    0     1
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0 1927   143   144  423     0     0    0     0   586    0    88
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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 1927   143   144  423     0     0    0     0   586    0    88
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0 1927   143   144  423     0     0    0     0   586    0    88
PCE Adj:     1.00 1.00  1.00  1.00 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 1927   157   144  423     0     0    0     0   645    0    88
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 2.00  1.00  1.00 2.00  0.00  0.00 0.00  0.00  1.76 0.00  0.24
Final Sat.:     0 2850  1425  1425 2850     0     0    0     0  2508    0   342
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.68  0.11  0.10 0.15  0.00  0.00 0.00  0.00  0.26 0.00  0.26
Crit Vol:          963         144                      0                   366
Crit Moves:       ****        ****                                         ****
*******************************************************************************
```

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-------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
*******************************************************************************
Intersection #97 La CIENEGA BLVD. @ 405 S/B RAMP
*******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.567
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       53                Level Of Service:                 A
*******************************************************************************
Street Name:         La CIENEGA BLVD.                    405 S/B RAMP
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include          Include          Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  1  1  0    2  0  1  1  0    0  0  0  0  1    0  0  0  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  962    45   457  538    20     0    0     2     0    0   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:    0  962    45   457  538    20     0    0     2     0    0   109
Added Vol:      0    7     0    36    4     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0  969    45   493  542    20     0    0     2     0    0   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:     0  969    45   493  542    20     0    0     2     0    0   109
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  969    45   493  542    20     0    0     2     0    0   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  1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.10
Final Vol.:     0  969    45   542  542    20     0    0     2     0    0   120
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 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 2652    98     0    0  1375     0    0  2750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.37  0.37  0.20 0.20  0.20  0.00 0.00  0.00  0.00 0.00  0.04
Crit Vol:          507         271                          2           0
Crit Moves:       ****        ****                       ****        ****
*******************************************************************************

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-------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
*******************************************************************************
Intersection #98 La CIENEGA BLVD. @ 405 S/B RAMP
*******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.623
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       49               Level Of Service:                   B
*******************************************************************************
Street Name:         La CIENEGA BLVD.                   405 S/B RAMP
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted      Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  0  1    1  0  2  1  0    0  0  1! 0  0    2  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:      34 1303   164    75  452     0     5    0    30   203    0    82
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   34 1303   164    75  452     0     5    0    30   203    0    82
Added Vol:      0    7     0     0    4     0     0    0     0    20    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   34 1310   164    75  456     0     5    0    30   223    0    82
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    34 1310   164    75  456     0     5    0    30   223    0    82
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   34 1310   164    75  456     0     5    0    30   223    0    82
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:    34 1310   164    75  456     0     5    0    30   245    0    82
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  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   204    0  1221  2850    0  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.46  0.12  0.05 0.11  0.00  0.02 0.00  0.02  0.09 0.00  0.06
Crit Vol:          655          75                          35   123
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):        0.812
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      121                Level Of Service:                 D
*******************************************************************************
Street Name:       Sepulveda Boulevard              La Tijera Boulevard
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit      Prot+Permit      Prot+Permit      Prot+Permit
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    1  0  3  0  1    1  0  2  0  1    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      48 2008   105    24 1363    45    76  156    80   341  189    33
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   48 2008   105    24 1363    45    76  156    80   341  189    33
Added Vol:      0    9     0     0  273     0     0    0     0     1    5     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   48 2017   105    24 1636    45    76  156    80   342  194    33
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    48 2017   105    24 1636    45    76  156    80   342  194    33
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   48 2017   105    24 1636    45    76  156    80   342  194    33
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:    48 2017   105    24 1636    45    76  156    80   342  194    33
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  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 2350   400
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.49  0.08  0.02 0.40  0.03  0.06 0.06  0.06  0.25 0.08  0.08
Crit Vol:          672          24                   78          342
Crit Moves:       ****         ****                 ****         ****
*******************************************************************************
```

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                            T2/T3 Optional Lot
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
*******************************************************************************
Intersection #108 SEPULVEDA BLVD. @ LINCOLN BLVD.
*******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.904
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:    2120 2315     0     0 1486    27     0    0  1180     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: 2120 2315     0     0 1486    27     0    0  1180     0    0     0
Added Vol:     11  373     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: 2131 2688     0     0 1486    27     0    0  1180     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:  2131 2688     0     0 1486    27     0    0  1180     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol: 2131 2688     0     0 1486    27     0    0  1180     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.:  2344 2688     0     0 1486    27     0    0  1298     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 5598   102     0    0  5700     0 1425     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.41 0.63  0.00  0.00 0.27  0.27  0.00 0.00  0.23  0.00 0.00  0.00
Crit Vol:     586                 378                   325     0
Crit Moves:  ****                ****                  ****
*******************************************************************************
```

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                            T2/T3 Optional Lot
-------------------------------------------------------------------------------
                     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):        0.995
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180                Level Of Service:                 E
*******************************************************************************
Street Name:       Sepulveda Boulevard               Manchester Avenue
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit      Prot+Permit       Protected       Prot+Permit
Rights:            Ovl              Ovl              Ovl              Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    1  0  3  0  1    2  0  2  0  1    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      79 1947    61   106 1103    87   118  268    86    57  677   413
Growth Adj:  1.00 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 1947    61   106 1103    87   118  268    86    57  677   413
Added Vol:      0    9     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:   79 1956    61   106 1376    87   118  268    86    57  677   413
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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 1956    61   106 1376    87   118  268    86    57  677   413
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   79 1956    61   106 1376    87   118  268    86    57  677   413
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  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.:    79 1956    61   106 1376    87   130  268    86    57  677   413
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  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:     0.06 0.47  0.04  0.08 0.33  0.06  0.05 0.10  0.06  0.04 0.40  0.40
Crit Vol:          652         106               65                   545
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):        0.718
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       66               Level Of Service:                   C
*******************************************************************************
Street Name:          Pershing Drive                Westchester Parkway
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted       Protected         Permitted         Permitted
Rights:           Include          Include          Include           Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  2  0  1    1  0  2  0  0    0  0  0  0  0    2  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0 1180   444    70  502     0     0    0     0   291    0    61
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0 1180   444    70  502     0     0    0     0   291    0    61
Added Vol:      0    0   223     0    0     0     0    0     0   229    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0 1180   667    70  502     0     0    0     0   520    0    61
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0 1180   667    70  502     0     0    0     0   520    0    61
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0 1180   667    70  502     0     0    0     0   520    0    61
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     0 1180   667    70  502     0     0    0     0   572    0    61
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       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 0.41  0.47  0.05 0.18  0.00  0.00 0.00  0.00  0.20 0.00  0.04
Crit Vol:                667    70                          0          286
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):        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  1  1  0    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     186 2223    25   142 1693    68    15  155    77   190  582   346
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  186 2223    25   142 1693    68    15  155    77   190  582   346
Added Vol:    364    9     0     2    0   273     0    0     0     0    5     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  550 2232    25   144 1693   341    15  155    77   190  587   346
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   550 2232    25   144 1693   341    15  155    77   190  587   346
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  550 2232    25   144 1693   341    15  155    77   190  587   346
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   550 2232    25   144 1693   341    15  155    77   190  587   346
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  1.00  1.00 3.00  1.00  1.00 1.34  0.66  1.00 1.26  0.74
Final Sat.:  1375 4125  1375  1375 4125  1375  1375 1837   913  1375 1730  1020
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.40 0.54  0.02  0.10 0.41  0.25  0.01 0.08  0.08  0.14 0.34  0.34
Crit Vol:     550                564          15                  466
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):        1.048
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180               Level Of Service:                  F
*******************************************************************************
Street Name:       Sepulveda Boulevard               76th/77th Street
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    1  0  3  0  1    2  0  1  0  1    1  0  1  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      70 2145    11    38 1375   220   778   80    82    43  119   388
Growth Adj:  1.00 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 2145    11    38 1375   220   778   80    82    43  119   388
Added Vol:      0    9     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:   70 2154    11    38 1648   220   778   80    82    43  119   388
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    70 2154    11    38 1648   220   778   80    82    43  119   388
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   70 2154    11    38 1648   220   778   80    82    43  119   388
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  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.:    70 2154    11    38 1648   220   856   80    82    43  119   388
------------|---------------||---------------||---------------||---------------|
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:     0.05 0.48  0.01  0.03 0.37  0.15  0.29 0.05  0.05  0.03 0.08  0.26
Crit Vol:          718           38              428                        388
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):        0.905
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      151                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
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:     148 2346    30    36 1284   199   178   98   155    48  218   130
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  148 2346    30    36 1284   199   178   98   155    48  218   130
Added Vol:      0    9     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:  148 2355    30    36 1557   199   178   98   155    48  218   130
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   148 2355    30    36 1557   199   178   98   155    48  218   130
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  148 2355    30    36 1557   199   178   98   155    48  218   130
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   148 2355    30    36 1557   199   178   98   155    48  218   130
------------|---------------||---------------||---------------||---------------|
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 4443    57  1500 4500  1500  1500 1500  1500  1500  940   560
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.10 0.53  0.53  0.02 0.35  0.13  0.12 0.07  0.10  0.03 0.23  0.23
Crit Vol:          795          36              178                  348
Crit Moves:       ****         ****            ****                 ****
*******************************************************************************
```

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                            T2/T3 Optional Lot
-------------------------------------------------------------------------------
                     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):        0.759
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       60                Level Of Service:                  C
*******************************************************************************
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:      42 2207    19    30 1323    37    75   69    45    25  130   159
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   42 2207    19    30 1323    37    75   69    45    25  130   159
Added Vol:      0    9     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:   42 2216    19    30 1596    37    75   69    45    25  130   159
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    42 2216    19    30 1596    37    75   69    45    25  130   159
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   42 2216    19    30 1596    37    75   69    45    25  130   159
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:    42 2216    19    30 1596    37    75   69    45    25  130   159
------------|---------------||---------------||---------------||---------------|
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  0.40 0.36  0.24  1.00 0.45  0.55
Final Sat.:  1500 4462    38  1500 4398   102   595  548   357  1500  675   825
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.50  0.50  0.02 0.36  0.36  0.13 0.13  0.13  0.02 0.19  0.19
Crit Vol:          745           30                75                   289
Crit Moves:       ****         ****              ****                 ****
*******************************************************************************
```

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                            T2/T3 Optional Lot
-------------------------------------------------------------------------------
                     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):        0.474
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       35                Level Of Service:                 A
*******************************************************************************
Street Name:         La CIENEGA BLVD.                   104 TH STREET
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit        Permitted         Permitted         Permitted
Rights:           Include           Include           Include           Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1  1  0    1  0  2  1  0    1  0  1  0  1    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:     397 1012    12    13  481    88    20    0    81     6    0    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:  397 1012    12    13  481    88    20    0    81     6    0    14
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:  397 1019    12    13  485    88    20    0    81     6    0    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:   397 1019    12    13  485    88    20    0    81     6    0    14
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  397 1019    12    13  485    88    20    0    81     6    0    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:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   397 1019    12    13  485    88    20    0    81     6    0    14
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  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  0.30 0.00  0.70
Final Sat.:  1425 2817    33  1425 3618   657  1425 1425  1425   428    0   998
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.28 0.36  0.36  0.01 0.13  0.13  0.01 0.00  0.06  0.01 0.00  0.01
Crit Vol:     397                191                   81     6
Crit Moves:  ****                ****                 ****  ****
*******************************************************************************
```

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```
--------------------------------------------------------------------------------
                            T2/T3 Optional Lot
--------------------------------------------------------------------------------
                               Scenario Report
Scenario:             Future 2019 w/ 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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```
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-------------------------------------------------------------------------------
                            T2/T3 Optional Lot
-------------------------------------------------------------------------------
                     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):        1.040
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180                Level Of Service:                   F
*******************************************************************************
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:     496  576   135   114  536   153   155 2135   496   110 1317   159
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  496  576   135   114  536   153   155 2135   496   110 1317   159
Added Vol:     73    5     0    14   12     0     0  257    44     0    2     4
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  569  581   135   128  548   153   155 2392   540   110 1319   163
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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  581   135   128  548   153   155 2392   540   110 1319   163
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  569  581   135   128  548   153   155 2392   540   110 1319   163
PCE Adj:     1.00 1.00  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  581   135   141  548   153   155 2392   540   110 1319   163
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 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 2231   519  2750 2750  1375  1375 4487  1013  1375 4895   605
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.23 0.26  0.26  0.05 0.20  0.11  0.11 0.53  0.53  0.08 0.27  0.27
Crit Vol:     313                 274              733         110
Crit Moves:  ****                ****             ****        ****
*******************************************************************************
```

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-------------------------------------------------------------------------------
                            T2/T3 Optional Lot
-------------------------------------------------------------------------------
                     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):        0.832
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      135               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:
Base Vol:     149  395   256   404  630   135   245 1312   287   177  458   434
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  149  395   256   404  630   135   245 1312   287   177  458   434
Added Vol:      2    0     0    53    1     2     5  173    20     0    5    73
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  151  395   256   457  631   137   250 1485   307   177  463   507
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   151  395   256   457  631   137   250 1485   307   177  463   507
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  151  395   256   457  631   137   250 1485   307   177  463   507
PCE Adj:     1.00 1.00  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.:   166  395   256   503  631   151   275 1485   307   195  463   507
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 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 3418   707  2750 4125  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.06 0.14  0.19  0.18 0.23  0.11  0.10 0.43  0.43  0.07 0.11  0.37
Crit Vol:          198         251                  597          97
Crit Moves:       ****        ****                 ****         ****
*******************************************************************************

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                            T2/T3 Optional Lot
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
*******************************************************************************
Intersection #19 AVIATION BLVD. @ 111TH
*******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.603
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       57                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  0  1  1  0    1  0  0  1  0    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      14 1066    35    39 1212    72    66   89    26    30   45    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:   14 1066    35    39 1212    72    66   89    26    30   45    67
Added Vol:      0   78     0     0   56     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   14 1144    35    39 1268    72    66   89    26    30   45    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:    14 1144    35    39 1268    72    66   89    26    30   45    67
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   14 1144    35    39 1268    72    66   89    26    30   45    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.:    14 1144    35    39 1268    72    66   89    26    30   45    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 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 2668    82  1375 2602   148  1375 1064   311  1375 1375  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.43  0.43  0.03 0.49  0.49  0.05 0.08  0.08  0.02 0.03  0.05
Crit Vol:      14                670              115          30
Crit Moves:  ****                ****             ****         ****
*******************************************************************************
```

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-------------------------------------------------------------------------------
                            T2/T3 Optional Lot
-------------------------------------------------------------------------------
                     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):        1.069
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180               Level Of Service:                 F
*******************************************************************************
Street Name:         La CIENEGA BLVD.                  CENTURY BLVD.
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit      Prot+Permit      Prot+Permit      Prot+Permit
Rights:            Ovl              Ovl              Ovl              Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  0  2    1  0  2  0  2    1  0  3  0  1    1  0  3  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     135  312   596   637  780   369   119 1348   512    96  861   230
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  135  312   596   637  780   369   119 1348   512    96  861   230
Added Vol:      0    0     0     0    1     0     0  142   128     0    6     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  135  312   596   637  781   369   119 1490   640    96  867   230
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   135  312   596   637  781   369   119 1490   640    96  867   230
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  135  312   596   637  781   369   119 1490   640    96  867   230
PCE Adj:     1.00 1.00  1.00  1.00 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.:   135  312   656   637  781   406   119 1490   640    96  867   230
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  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 4347  1153
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.10 0.11  0.24  0.46 0.28  0.15  0.09 0.36  0.47  0.07 0.20  0.20
Crit Vol:                328   637                          640     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):        0.845
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       93                Level Of Service:                 D
*******************************************************************************
Street Name:         SEPULVEDA BLVD.                   CENTURY BLVD.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted        Permitted        Permitted
Rights:            Ignore           Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  4  0  1    0  0  4  0  1    0  0  0  0  0    1  1  0  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0 3754     0     0 2943    54     0    0     0   509   96   250
Growth Adj:  1.00 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 3754     0     0 2943    54     0    0     0   509   96   250
Added Vol:      0    0     0     0  481     0     0    0     0     2    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0 3754     0     0 3424    54     0    0     0   511   96   250
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 3754     0     0 3424    54     0    0     0   511   96   250
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0 3754     0     0 3424    54     0    0     0   511   96   250
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 3754     0     0 3424    54     0    0     0   562   96   275
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 4.00  1.00  0.00 4.00  1.00  0.00 0.00  0.00  1.71 0.29  2.00
Final Sat.:     0 6000  1500     0 6000  1500     0    0     0  2562  438  3000
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.63  0.00  0.00 0.57  0.04  0.00 0.00  0.00  0.22 0.22  0.09
Crit Vol:          939           0                        0          329
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):        0.743
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       56               Level Of Service:                  C
*******************************************************************************
Street Name:         405 NORTH OFF RAMP                  CENTURY BLVD
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted        Permitted        Permitted
Rights:            Include          Include          Include          Include
Min. Green:      0    0     0     0    0     0     0    0     0     0    0     0
Lanes:         2  0  0  0  1    0  0  0  0  1    1  0  2  1  1    0  0  2  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 4 Aug 2004 << Employee PM
Base Vol:      708    0   368     0    0    42    26 1914   602     0  968    15
Growth Adj:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   708    0   368     0    0    42    26 1914   602     0  968    15
Added Vol:       4    0     0     0    0     0     0  118    24     0    2     0
PasserByVol:     0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   712    0   368     0    0    42    26 2032   626     0  970    15
User Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    712    0   368     0    0    42    26 2032   626     0  970    15
Reduct Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   712    0   368     0    0    42    26 2032   626     0  970    15
PCE Adj:      1.00 1.00  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.:    783    0   368     0    0    42    26 2032   689     0  970    15
------------|---------------||---------------||---------------||---------------|
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 4481  1519     0 4431    69
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:      0.26 0.00  0.25  0.00 0.00  0.03  0.02 0.45  0.45  0.00 0.22  0.22
Crit Vol:      392                      42        680          0
Crit Moves:  ****                     ****      ****        ****
*******************************************************************************
```

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                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
*******************************************************************************
Intersection #47 IMPERIAL HWY. @ DOUGLAS ST.
*******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.783
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      105                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  1    1  0  2  1  0    2  0  2  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     165   25   417    59   34    15    22 1638   160   131  607    37
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  165   25   417    59   34    15    22 1638   160   131  607    37
Added Vol:      0    0     0     0    0     0     0  198     3     0    9     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  165   25   417    59   34    15    22 1836   163   131  616    37
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   165   25   417    59   34    15    22 1836   163   131  616    37
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  165   25   417    59   34    15    22 1836   163   131  616    37
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.10  1.10 1.00  1.10  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:   165   25   459    65   34    17    22 1836   163   144  616    37
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  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  1.69 0.31  1.00  1.00 2.76  0.24  2.00 2.83  0.17
Final Sat.:  1375 1375  2750  2320  430  1375  1375 3789   336  2750 3891   234
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.12 0.02  0.17  0.03 0.08  0.01  0.02 0.48  0.48  0.05 0.16  0.16
Crit Vol:                229        109              666          72
Crit Moves:             ****       ****             ****         ****
*******************************************************************************
```

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                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
*******************************************************************************
Intersection #65 SEPULVEDA @ H. HUGHES PARKWAY
*******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.770
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       63                Level Of Service:                  C
*******************************************************************************
Street Name:       Sepulveda Boulevard               H. Hughes Parkway
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:           Ignore           Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  4  0  1    2  0  3  0  0    0  0  0  0  0    3  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0 1527   710   616 2699     0     0    0     0   676    0   111
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0 1527   710   616 2699     0     0    0     0   676    0   111
Added Vol:      0   62   217     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 1589   927   616 2704     0     0    0     0   693    0   111
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 1589     0   616 2704     0     0    0     0   693    0   111
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0 1589     0   616 2704     0     0    0     0   693    0   111
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 1589     0   678 2704     0     0    0     0   762    0   111
------------|---------------||---------------||---------------||---------------|
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 0.26  0.00  0.23 0.60  0.00  0.00 0.00  0.00  0.17 0.00  0.07
Crit Vol:       0                 901                 0         254
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):        0.828
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      132                Level Of Service:                 D
*******************************************************************************
Street Name:         La CIENEGA BLVD.                  IMPERIAL HWY.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  1  1  1    2  0  1  1  1    2  0  3  0  2    2  0  3  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      68  216   738   421  412   260   243 1375   157    45  393   179
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   68  216   738   421  412   260   243 1375   157    45  393   179
Added Vol:      0    0     0     0    0    21     0   52    23     0   26     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   68  216   738   421  412   281   243 1427   180    45  419   179
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    68  216   738   421  412   281   243 1427   180    45  419   179
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   68  216   738   421  412   281   243 1427   180    45  419   179
PCE Adj:     1.00 1.00  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.:    75  216   812   463  412   309   267 1427   198    50  419   197
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 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 1.71  1.29  2.00 3.00  2.00  2.00 3.00  2.00
Final Sat.:  2750 1375  2750  2750 2357  1768  2750 4125  2750  2750 4125  2750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.16  0.30  0.17 0.17  0.17  0.10 0.35  0.07  0.02 0.10  0.07
Crit Vol:                406   232                  476          25
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):        0.914
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180               Level Of Service:                 E
*******************************************************************************
Street Name:           MAIN STREET                    IMPERIAL HWY
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Permitted       Protected
Rights:           Ignore           Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  1  0  0  1    0  0  1! 0  0    1  0  2  0  1    2  0  2  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     244    0   478     5    1     1     0 1132   419   623  793     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:  244    0   478     5    1     1     0 1132   419   623  793     2
Added Vol:      0    0     0     0    0     0     0  506     1     0  241     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  244    0   478     5    1     1     0 1638   420   623 1034     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:   244    0     0     5    1     1     0 1638   420   623 1034     2
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  244    0     0     5    1     1     0 1638   420   623 1034     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.:   268    0     0     5    1     1     0 1638   420   685 1034     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  0.72 0.14  0.14  1.00 2.00  1.00  2.00 2.00  1.00
Final Sat.:  2850    0  1425  1018  204   204  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 0.57  0.29  0.24 0.36  0.00
Crit Vol:     134                  7             819          343
Crit Moves:  ****                ****           ****         ****
*******************************************************************************

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           Circular 212 Planning Method (Future Volume Alternative)
*******************************************************************************
Intersection #69 IMPERIAL HWY @ PERSHING DR.
*******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.799
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       93                Level Of Service:                 C
*******************************************************************************
Street Name:    PERSHING DR./HYPERION DWY.              IMPERIAL HWY
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Protected         Permitted
Rights:           Include          Include          Include           Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  0  1  0    2  0  0  0  1    2  0  2  0  0    1  0  2  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    4     7   970    0   219   163  459     0     1  451   607
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    4     7   970    0   219   163  459     0     1  451   607
Added Vol:      0    0     0   507    0     0     0    0     0     0    0   242
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0    4     7  1477    0   219   163  459     0     1  451   849
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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    4     7  1477    0   219   163  459     0     1  451   849
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0    4     7  1477    0   219   163  459     0     1  451   849
PCE Adj:     1.00 1.00  1.00  1.00 1.00  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    4     7  1625    0   219   179  459     0     1  451   934
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 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 0.36  0.64  2.00 0.00  1.00  2.00 2.00  0.00  1.00 2.00  2.00
Final Sat.:     0  518   907  2850    0  1425  2850 2850     0  1425 2850  2850
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.01  0.01  0.57 0.00  0.15  0.06 0.16  0.00  0.00 0.16  0.33
Crit Vol:                11   812              90                   226
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):        1.547
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:     153 1921  1076   730 2560    17   249  391   183   169  361   418
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  153 1921  1076   730 2560    17   249  391   183   169  361   418
Added Vol:      4    0     0   161   50     0    11   43     0     1    8     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  157 1921  1076   891 2610    17   260  434   183   170  369   418
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   157 1921  1076   891 2610    17   260  434   183   170  369   418
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  157 1921  1076   891 2610    17   260  434   183   170  369   418
PCE Adj:     1.00 1.00  1.00  1.00 1.00  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.:   157 1921  1076   980 2610    17   286  434   183   187  369   418
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  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 5464    36  2750 4125  1375  2750 4125  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.11 0.47  0.78  0.36 0.48  0.48  0.10 0.11  0.13  0.07 0.09  0.30
Crit Vol:               1076   490              143                      418
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):        0.528
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       39                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:     135    0   270   106  191   195     0 1060    61    38  826     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  135    0   270   106  191   195     0 1060    61    38  826     0
Added Vol:      0    0     0     0    0     0     0  201     3     0    9     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  135    0   270   106  191   195     0 1261    64    38  835     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   135    0   270   106  191   195     0 1261    64    38  835     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  135    0   270   106  191   195     0 1261    64    38  835     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.:   135    0   297   117  191   215     0 1261    64    42  835     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 1927  2348     0 4069   206  2850 4275     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.09 0.00  0.10  0.08 0.10  0.09  0.00 0.31  0.31  0.01 0.20  0.00
Crit Vol:                149        141              442          21
Crit Moves:             ****       ****             ****         ****
*******************************************************************************
```

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                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
*******************************************************************************
Intersection #74 IMPERIAL HWY. @  105 RAMP
*******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.719
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       66               Level Of Service:                  C
*******************************************************************************
Street Name:            / 105 RAMP                    IMPERIAL HWY.
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Permitted       Protected
Rights:            Ovl              Ovl             Include         Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  0  0  2    0  0  0  0  0    0  0  2  1  1    2  0  2  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     544    0   216     0    0     0     0 1690   520   149  667     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:  544    0   216     0    0     0     0 1690   520   149  667     0
Added Vol:     31    0     0     0    0     0     0   75   152     0   47     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  575    0   216     0    0     0     0 1765   672   149  714     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:   575    0   216     0    0     0     0 1765   672   149  714     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  575    0   216     0    0     0     0 1765   672   149  714     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.:   633    0   238     0    0     0     0 1765   739   164  714     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 2.82  1.18  2.00 2.00  0.00
Final Sat.:  2850    0  2850     0    0     0     0 4017  1683  2850 2850     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.22 0.00  0.08  0.00 0.00  0.00  0.00 0.44  0.44  0.06 0.25  0.00
Crit Vol:     316                  0              626           82
Crit Moves:  ****                               ****          ****
*******************************************************************************
```

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                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
*******************************************************************************
Intersection #75 IMPERIAL HWY. @ 405 NORTH RAMP
*******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.895
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      178                Level Of Service:                 D
*******************************************************************************
Street Name:          405 NORTH RAMP                    IMPERIAL HWY
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase        Permitted        Permitted
Rights:           Include          Include          Ignore           Ignore
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1! 0  0    0  0  0  0  0    0  0  2  1  1    0  0  2  1  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     179    0   309     0    0     0     0 2849   302     0  467   254
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  179    0   309     0    0     0     0 2849   302     0  467   254
Added Vol:      0    0     0     0    0     0     0   52     0     0   26     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  179    0   309     0    0     0     0 2901   302     0  493   254
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:   179    0   309     0    0     0     0 2901     0     0  493     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  179    0   309     0    0     0     0 2901     0     0  493     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.:   197    0   309     0    0     0     0 2901     0     0  493     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 0.00  1.00  0.00 0.00  0.00  0.00 3.00  1.00  0.00 3.00  1.00
Final Sat.:  1425    0  1425     0    0     0     0 4275  1425     0 4275  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.14 0.00  0.22  0.00 0.00  0.00  0.00 0.68  0.00  0.00 0.12  0.00
Crit Vol:                309          0              967           0
Crit Moves:              ****                        ****        ****
*******************************************************************************
```

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                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
*******************************************************************************
Intersection #89 La CIENEGA BLVD. @ LENNOX BLVD
*******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.638
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       51               Level Of Service:                  B
*******************************************************************************
Street Name:         La CIENEGA BLVD.                   LENNOX BLVD
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted      Permit+Prot      Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  1  1  0    1  0  2  1  0    0  0  0  0  0    1  1  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  590   384   337  768     5     0    0     0    76    0    84
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  590   384   337  768     5     0    0     0    76    0    84
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  590   384   338  775     5     0    0     0    76    0    84
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  590   384   338  775     5     0    0     0    76    0    84
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  590   384   338  775     5     0    0     0    76    0    84
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     0  590   384   338  775     5     0    0     0    84    0    84
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 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 1726  1124  1425 4248    27     0    0     0  2850    0  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.34  0.34  0.24 0.18  0.18  0.00 0.00  0.00  0.03 0.00  0.06
Crit Vol:          487         338                      0                    84
Crit Moves:       ****        ****                                          ****
*******************************************************************************

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                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
*******************************************************************************
Intersection #94 La CIENEGA BLVD. @ 111TH STREET
*******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.394
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       31                Level Of Service:                  A
*******************************************************************************
Street Name:         La CIENEGA BLVD.                   / 111TH STREET
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted      Split Phase      Split Phase
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  0  0    0  0  2  1  0    2  0  0  0  1    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       57  830     0     0  903    72   122    0   146     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:    57  830     0     0  903    72   122    0   146     0    0     0
Added Vol:       0    0     0     0    7     0     0    0     0     0    0     0
PasserByVol:     0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    57  830     0     0  910    72   122    0   146     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:     57  830     0     0  910    72   122    0   146     0    0     0
Reduct Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    57  830     0     0  910    72   122    0   146     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.:     57  830     0     0  910    72   134    0   146     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 3962   313  2850    0  1425     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:      0.04 0.29  0.00  0.00 0.23  0.23  0.05 0.00  0.10  0.00 0.00  0.00
Crit Vol:           415           0                        146           0
Crit Moves:        ****          ****                     ****
*******************************************************************************
```

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-------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
*******************************************************************************
Intersection #96 La CIENEGA BLVD. @ 405 S/B RAPM
*******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.874
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      148                Level Of Service:                  D
*******************************************************************************
Street Name:         La CIENEGA BLVD.                    405 N/B RAPM
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted      Split Phase      Split Phase
Rights:            Ovl              Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  1  1  1    1  0  2  0  0    0  0  0  0  0    1  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  658    68   211  838     0     0    0     0   926    0   392
Growth Adj:  1.00 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  658    68   211  838     0     0    0     0   926    0   392
Added Vol:      0    0     0     0    1     0     0    0     0     0    0     1
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0  658    68   211  839     0     0    0     0   926    0   393
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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  658    68   211  839     0     0    0     0   926    0   393
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  658    68   211  839     0     0    0     0   926    0   393
PCE Adj:     1.00 1.00  1.00  1.00 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  658    75   211  839     0     0    0     0  1019    0   393
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 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 xxxx  0.56
Final Sat.:     0 2850  1425  1425 2850     0     0    0     0  2057    0   793
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.23  0.05  0.15 0.29  0.00  0.00 0.00  0.00  0.50 0.00  0.50
Crit Vol:          329         211                      0                    706
Crit Moves:       ****        ****                                          ****
*******************************************************************************
```

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-------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
*******************************************************************************
Intersection #97 La CIENEGA BLVD. @ 405 S/B RAMP
*******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.470
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       43                Level Of Service:                 A
*******************************************************************************
Street Name:         La CIENEGA BLVD.                    405 S/B RAMP
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include          Include           Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  1  1  0    2  0  1  1  0    0  0  0  0  1    0  0  0  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  692    41   382  912     1     0    0     2     0    0   446
Growth Adj:  1.00 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  692    41   382  912     1     0    0     2     0    0   446
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  692    41   504  919     1     0    0     2     0    0   446
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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  692    41   504  919     1     0    0     2     0    0   446
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  692    41   504  919     1     0    0     2     0    0   446
PCE Adj:     1.00 1.00  1.00  1.00 1.00  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  692    41   554  919     1     0    0     2     0    0   491
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 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 2596   154  2750 2747     3     0    0  1375     0    0  2750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.27  0.27  0.20 0.33  0.33  0.00 0.00  0.00  0.00 0.00  0.18
Crit Vol:          367         277                          2           0
Crit Moves:       ****        ****                       ****        ****
*******************************************************************************
```

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-------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
*******************************************************************************
Intersection #98 La CIENEGA BLVD. @ 405 S/B RAMP
*******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.395
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       31                Level Of Service:                  A
*******************************************************************************
Street Name:         La CIENEGA BLVD.                    405 S/B RAMP
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted      Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  0  1    1  0  2  1  0    0  0  0  0  1    2  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      28  657    32    71  956     4     0    0    12   245    0   245
Growth Adj:  1.00 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  657    32    71  956     4     0    0    12   245    0   245
Added Vol:      0    0     0     6    1     0     0    0     0    20    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   28  657    32    77  957     4     0    0    12   265    0   245
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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  657    32    77  957     4     0    0    12   265    0   245
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   28  657    32    77  957     4     0    0    12   265    0   245
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  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.:    28  657    32    77  957     4     0    0    12   292    0   245
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  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 4257    18     0    0  1425  2850    0  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.23  0.02  0.05 0.22  0.22  0.00 0.00  0.01  0.10 0.00  0.17
Crit Vol:          329          77                           12   146
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):        0.955
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180                Level Of Service:                 E
*******************************************************************************
Street Name:       Sepulveda Boulevard              La Tijera Boulevard
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit      Prot+Permit      Prot+Permit      Prot+Permit
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    1  0  3  0  1    1  0  2  0  1    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     133 1356   241   125 1857   153   142  384   106   353  287    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:  133 1356   241   125 1857   153   142  384   106   353  287    73
Added Vol:      0  242     0     0   22     0    36   10    95     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  133 1598   241   125 1879   153   178  394   201   353  287    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:   133 1598   241   125 1879   153   178  394   201   353  287    73
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  133 1598   241   125 1879   153   178  394   201   353  287    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  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   133 1598   241   125 1879   153   178  394   201   353  287    73
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  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:     0.10 0.39  0.18  0.09 0.46  0.11  0.13 0.14  0.15  0.26 0.13  0.13
Crit Vol:     133                626                  201   353
Crit Moves:  ****                ****                 ****  ****
*******************************************************************************
```

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-------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
*******************************************************************************
Intersection #108 SEPULVEDA BLVD. @ LINCOLN BLVD.
*******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        1.183
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180               Level Of Service:                 F
*******************************************************************************
Street Name:        SEPULVEDA BOULEVARD              LINCOLN BOULEVARD
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected         Permitted         Permitted         Permitted
Rights:           Include           Include           Include           Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        4  0  2  1  0    0  0  3  1  0    0  0  0  0  4    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:    1653 2136     0     0 2246    45     0    0  1952     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: 1653 2136     0     0 2246    45     0    0  1952     0    0     0
Added Vol:      0    0     0     0  452     0     0    0    29     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut: 1653 2136     0     0 2698    45     0    0  1981     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:  1653 2136     0     0 2698    45     0    0  1981     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol: 1653 2136     0     0 2698    45     0    0  1981     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.:  1818 2136     0     0 2698    45     0    0  2179     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 5606    94     0    0  5700     0 1425     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.32 0.50  0.00  0.00 0.48  0.48  0.00 0.00  0.38  0.00 0.00  0.00
Crit Vol:     455                686                 545     0
Crit Moves:  ****                ****                ****
*******************************************************************************
```

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                             T2/T3 Optional Lot
-------------------------------------------------------------------------------
                     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):        1.081
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180                Level Of Service:                 F
*******************************************************************************
Street Name:       Sepulveda Boulevard               Manchester Avenue
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit      Prot+Permit       Protected       Prot+Permit
Rights:            Ovl              Ovl              Ovl              Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    1  0  3  0  1    2  0  2  0  1    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     182 1438   127   373 1922   296   237  846   140   118  562   219
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  182 1438   127   373 1922   296   237  846   140   118  562   219
Added Vol:      0  279     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:  182 1717   127   373 1944   296   237  846   140   118  562   219
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   182 1717   127   373 1944   296   237  846   140   118  562   219
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  182 1717   127   373 1944   296   237  846   140   118  562   219
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  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.:   182 1717   127   373 1944   296   261  846   140   118  562   219
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  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 1979   771
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.13 0.42  0.09  0.27 0.47  0.22  0.09 0.31  0.10  0.09 0.28  0.28
Crit Vol:          572         373                  423         118
Crit Moves:       ****        ****                 ****        ****
*******************************************************************************
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                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
*******************************************************************************
Intersection #123 WESTCHESTER PARKWAY @ PERSHING DRIVE
*******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.644
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       52               Level Of Service:                  B
*******************************************************************************
Street Name:          Pershing Drive                Westchester Parkway
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted       Protected         Permitted         Permitted
Rights:           Include          Include          Include           Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  2  0  1    1  0  2  0  0    0  0  0  0  0    2  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  617   339    81  684     0     0    0     0   204    0   118
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  617   339    81  684     0     0    0     0   204    0   118
Added Vol:      0    0   250     0    0     0     0    0     0   246    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0  617   589    81  684     0     0    0     0   450    0   118
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  617   589    81  684     0     0    0     0   450    0   118
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  617   589    81  684     0     0    0     0   450    0   118
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     0  617   589    81  684     0     0    0     0   495    0   118
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       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 0.22  0.41  0.06 0.24  0.00  0.00 0.00  0.00  0.17 0.00  0.08
Crit Vol:                589    81                      0         248
Crit Moves:             ****  ****                              ****
*******************************************************************************
```

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Future 2019 w/ Proj-PM Peak        Thu May 25, 2017 16:21:58                Page 28-1
-------------------------------------------------------------------------------
                            T2/T3 Optional Lot
-------------------------------------------------------------------------------
                     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):        1.237
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180                Level Of Service:                  F
*******************************************************************************
Street Name:       Sepulveda Boulevard              Westchester Parkway
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit      Prot+Permit      Prot+Permit      Prot+Permit
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    1  0  3  0  1    1  0  1  1  0    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     207 1717    80   231 2132    71    68  296   109   286  310   224
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  207 1717    80   231 2132    71    68  296   109   286  310   224
Added Vol:      0    0     0     0   95    22   236    0   357     0    0     7
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  207 1717    80   231 2227    93   304  296   466   286  310   231
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   207 1717    80   231 2227    93   304  296   466   286  310   231
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  207 1717    80   231 2227    93   304  296   466   286  310   231
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   207 1717    80   231 2227    93   304  296   466   286  310   231
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  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 1.15  0.85
Final Sat.:  1375 4125  1375  1375 4125  1375  1375 1375  1375  1375 1576  1174
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.15 0.42  0.06  0.17 0.54  0.07  0.22 0.22  0.34  0.21 0.20  0.20
Crit Vol:     207                742                 466   286
Crit Moves:  ****               ****                ****  ****
*******************************************************************************
```

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Future 2019 w/ Proj-PM Peak        Thu May 25, 2017 16:21:58                Page 29-1
-------------------------------------------------------------------------------
                            T2/T3 Optional Lot
-------------------------------------------------------------------------------
                     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):        0.654
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       42               Level Of Service:                  B
*******************************************************************************
Street Name:       Sepulveda Boulevard                76th/77th Street
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    1  0  3  0  1    2  0  1  0  1    1  0  1  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      70 1768    41   135 1498   353   204   41    58    25   51    38
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   70 1768    41   135 1498   353   204   41    58    25   51    38
Added Vol:      0  279     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:   70 2047    41   135 1520   353   204   41    58    25   51    38
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    70 2047    41   135 1520   353   204   41    58    25   51    38
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   70 2047    41   135 1520   353   204   41    58    25   51    38
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00
Final Vol.:    70 2047    41   135 1520   353   224   41    58    25   51    38
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 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:     0.05 0.45  0.03  0.09 0.34  0.24  0.07 0.03  0.04  0.02 0.03  0.03
Crit Vol:          682         135              112                   51
Crit Moves:       ****        ****             ****                  ****
*******************************************************************************

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```

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Future 2019 w/ Proj-PM Peak        Thu May 25, 2017 16:21:58                Page 30-1
-------------------------------------------------------------------------------
                              T2/T3 Optional Lot
-------------------------------------------------------------------------------
                     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):        0.671
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       44                Level Of Service:                 B
*******************************************************************************
Street Name:       Sepulveda Boulevard                 79th/80th Street
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted        Permitted        Permitted
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  1  0    1  0  3  0  1    1  0  1  0  1    1  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      93 1965    37    38 1542   201   123   64    91    31   52    33
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   93 1965    37    38 1542   201   123   64    91    31   52    33
Added Vol:      0  279     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:   93 2244    37    38 1564   201   123   64    91    31   52    33
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    93 2244    37    38 1564   201   123   64    91    31   52    33
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   93 2244    37    38 1564   201   123   64    91    31   52    33
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:    93 2244    37    38 1564   201   123   64    91    31   52    33
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.95  0.05  1.00 3.00  1.00  1.00 1.00  1.00  1.00 0.61  0.39
Final Sat.:  1500 4427    73  1500 4500  1500  1500 1500  1500  1500  918   582
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.06 0.51  0.51  0.03 0.35  0.13  0.08 0.04  0.06  0.02 0.06  0.06
Crit Vol:          760          38              123                   85
Crit Moves:       ****         ****            ****                  ****
*******************************************************************************
```

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```
Future 2019 w/ Proj-PM Peak        Thu May 25, 2017 16:21:58                Page 31-1
-------------------------------------------------------------------------------
                            T2/T3 Optional Lot
-------------------------------------------------------------------------------
                     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):        0.621
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       38               Level Of Service:                  B
*******************************************************************************
Street Name:       Sepulveda Boulevard                 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:      57 1955    18    45 1588    57    51   46    30     9   32    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:   57 1955    18    45 1588    57    51   46    30     9   32    28
Added Vol:      0  279     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:   57 2234    18    45 1610    57    51   46    30     9   32    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:    57 2234    18    45 1610    57    51   46    30     9   32    28
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   57 2234    18    45 1610    57    51   46    30     9   32    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.:    57 2234    18    45 1610    57    51   46    30     9   32    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 2.98  0.02  1.00 2.90  0.10  0.40 0.36  0.24  1.00 0.53  0.47
Final Sat.:  1500 4464    36  1500 4346   154   602  543   354  1500  800   700
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.50  0.50  0.03 0.37  0.37  0.08 0.08  0.08  0.01 0.04  0.04
Crit Vol:          751           45                   127           9
Crit Moves:       ****         ****                 ****         ****
*******************************************************************************
```

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```
Future 2019 w/ Proj-PM Peak        Thu May 25, 2017 16:21:58                Page 32-1
-------------------------------------------------------------------------------
                            T2/T3 Optional Lot
-------------------------------------------------------------------------------
                     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):        0.508
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.                  104 TH STREET
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit        Permitted         Permitted        Permitted
Rights:           Include           Include           Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1  1  0    1  0  2  1  0    1  0  1  0  1    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     129  615    13    50  837    57    96    4   288     7    1    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:  129  615    13    50  837    57    96    4   288     7    1    12
Added Vol:      0    0     0     0    7     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  129  615    13    50  844    57    96    4   288     7    1    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:   129  615    13    50  844    57    96    4   288     7    1    12
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  129  615    13    50  844    57    96    4   288     7    1    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.:   129  615    13    50  844    57    96    4   288     7    1    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 1.96  0.04  1.00 2.81  0.19  1.00 1.00  1.00  0.35 0.05  0.60
Final Sat.:  1425 2791    59  1425 4005   270  1425 1425  1425   499   71   855
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.09 0.22  0.22  0.04 0.21  0.21  0.07 0.00  0.20  0.01 0.01  0.01
Crit Vol:     129                300                  288     7
Crit Moves:  ****                ****                 ****  ****
*******************************************************************************
```

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```
Adjusted Baseline 2016 plus Proj AM Thu Jan 5, 2017 15:10:19                  Page 1-1
-------------------------------------------------------------------------------
                             T2/T3 Optional Lot
-------------------------------------------------------------------------------
                               Scenario Report
Scenario:             Adjusted Baseline 2016 plus Proj AM  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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```
Adjusted Baseline 2016 plus Proj AM Thu Jan 5, 2017 15:10:19                  Page 4-1
------------------------------------------------------------------------------------
                              T2/T3 Optional Lot
------------------------------------------------------------------------------------
                       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):        0.670
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     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:     548  568    63    55  332   173   123  939   231    57 1199    86
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  548  568    63    55  332   173   123  939   231    57 1199    86
Added Vol:      0    0     0     0    0     0     2   80    38     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  548  568    63    55  332   173   125 1019   269    57 1199    86
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   548  568    63    55  332   173   125 1019   269    57 1199    86
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  548  568    63    55  332   173   125 1019   269    57 1199    86
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   603  568    63    61  332   173   125 1019   269    57 1199    86
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 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 3.16  0.84  1.00 3.73  0.27
Final Sat.:  2750 2475   275  2750 2750  1375  1375 4351  1149  1375 5132   368
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.22 0.23  0.23  0.02 0.12  0.13  0.09 0.23  0.23  0.04 0.23  0.23
Crit Vol:     301                      173   125                    321
Crit Moves:  ****                     ****  ****                   ****
************************************************************************************
```

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                              T2/T3 Optional Lot
------------------------------------------------------------------------------------
                      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):        0.782
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      105               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:     282  539   105   219  284   202   128  233    62   237 1012   736
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  282  539   105   219  284   202   128  233    62   237 1012   736
Added Vol:      0    0     0    35    3     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  282  539   105   254  287   202   128  233    62   237 1012   736
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   282  539   105   254  287   202   128  233    62   237 1012   736
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  282  539   105   254  287   202   128  233    62   237 1012   736
PCE Adj:     1.00 1.00  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.:   310  539   105   279  287   222   141  233    62   261 1012   736
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 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 1.69  1.31  2.00 2.37  0.63  2.00 3.00  1.00
Final Sat.:  2750 2750  1375  2750 2325  1800  2750 3258   867  2750 4125  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.11 0.20  0.08  0.10 0.12  0.12  0.05 0.07  0.07  0.09 0.25  0.54
Crit Vol:          270           0              70                        736
Crit Moves:       ****         ****            ****                      ****
************************************************************************************

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                              T2/T3 Optional Lot
------------------------------------------------------------------------------------
                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
************************************************************************************
Intersection #19 AVIATION BLVD. @ 111TH
************************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.610
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       58                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  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:      31 1410    22    30  658    57    40   31    29    26   53    56
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   31 1410    22    30  658    57    40   31    29    26   53    56
Added Vol:      0    0     0     0   38     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   31 1410    22    30  696    57    40   31    29    26   53    56
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    31 1410    22    30  696    57    40   31    29    26   53    56
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   31 1410    22    30  696    57    40   31    29    26   53    56
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:    31 1410    22    30  696    57    40   31    29    26   53    56
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  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 2708    42  1375 2542   208  1375  710   665  1375 1375  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.52  0.52  0.02 0.27  0.27  0.03 0.04  0.04  0.02 0.04  0.04
Crit Vol:          716          30               40                   53
Crit Moves:       ****         ****             ****                 ****
************************************************************************************
```

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                            T2/T3 Optional Lot
-------------------------------------------------------------------------------
                     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):        0.888
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
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:     212  577   172   176  335   456    85  501   302   311 1673   846
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  212  577   172   176  335   456    85  501   302   311 1673   846
Added Vol:      0    0     0     0    0     0     2   40    38     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  212  577   172   176  335   456    87  541   340   311 1673   846
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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  577   172   176  335   456    87  541   340   311 1673   846
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  212  577   172   176  335   456    87  541   340   311 1673   846
PCE Adj:     1.00 1.00  1.00  1.00 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  577   189   176  335   502    87  541   340   311 1673   846
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  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 0.21  0.07  0.13 0.12  0.18  0.06 0.13  0.25  0.23 0.41  0.62
Crit Vol:          289           0               87                       846
Crit Moves:       ****         ****             ****                     ****
*******************************************************************************

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                              T2/T3 Optional Lot
------------------------------------------------------------------------------------
                      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):        0.911
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      162                Level Of Service:                 E
************************************************************************************
Street Name:         SEPULVEDA BLVD.                    CENTURY BLVD.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted        Permitted        Permitted
Rights:            Ignore           Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  4  0  1    0  0  4  0  1    0  0  0  0  0    1  1  0  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0 4381     0     0 1603    34     0    0     0   387   66   327
Growth Adj:  1.00 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 4381     0     0 1603    34     0    0     0   387   66   327
Added Vol:      0    0     0     0    0     0     0    0     0    36   12    10
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0 4381     0     0 1603    34     0    0     0   423   78   337
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 4381     0     0 1603    34     0    0     0   423   78   337
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0 4381     0     0 1603    34     0    0     0   423   78   337
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 4381     0     0 1603    34     0    0     0   465   78   371
------------|---------------||---------------||---------------||---------------|
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  2569  431  3000
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.73  0.00  0.00 0.27  0.02  0.00 0.00  0.00  0.18 0.18  0.12
Crit Vol:         1095           0                      0          272
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):        0.924
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
------------|---------------||---------------||---------------||---------------|
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:     1211    0   370     0    0    25     4  578   188     0 2065     7
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse: 1211    0   370     0    0    25     4  578   188     0 2065     7
Added Vol:      0    0     0     0    0     0     0    5    35     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut: 1211    0   370     0    0    25     4  583   223     0 2065     7
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:  1211    0   370     0    0    25     4  583   223     0 2065     7
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol: 1211    0   370     0    0    25     4  583   223     0 2065     7
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.10  1.00 1.00  1.00
Final Vol.:  1332    0   370     0    0    25     4  583   245     0 2065     7
------------|---------------||---------------||---------------||---------------|
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 2.82  1.18  0.00 2.99  0.01
Final Sat.:  3000    0  1500     0    0  1500  1500 4223  1777     0 4485    15
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.44 0.00  0.25  0.00 0.00  0.02  0.00 0.14  0.14  0.00 0.46  0.46
Crit Vol:     666                      25     4                    691
Crit Moves:  ****                     ****  ****                 ****
************************************************************************************
```

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                            T2/T3 Optional Lot
------------------------------------------------------------------------------
                     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):        0.463
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       42                Level Of Service:                  A
******************************************************************************
Street Name:          DOUGLAS STREET                    IMPERIAL HWY.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1  0  2    1  0  1! 0  1    1  0  2  1  0    2  0  2  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:      73   13    78    39   43     9    33  414   188   363 1340    55
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   73   13    78    39   43     9    33  414   188   363 1340    55
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:   73   13    78    39   43     9    33  414   188   363 1340    55
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    73   13    78    39   43     9    33  414   188   363 1340    55
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   73   13    78    39   43     9    33  414   188   363 1340    55
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.10  1.10 1.00  1.10  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:    73   13    86    43   43    10    33  414   188   399 1340    55
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  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  1.34 0.66  1.00  1.00 2.06  0.94  2.00 2.88  0.12
Final Sat.:  1375 1375  2750  1847  903  1375  1375 2837  1288  2750 3962   163
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.05 0.01  0.03  0.02 0.05  0.01  0.02 0.15  0.15  0.15 0.34  0.34
Crit Vol:      73                  65          33                  465
Crit Moves:  ****                ****        ****                ****
******************************************************************************
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                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
*******************************************************************************
Intersection #65 SEPULVEDA @ H. HUGHES PARKWAY
*******************************************************************************
Cycle (sec):        100              Critical Vol./Cap. (X):        0.743
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       56              Level Of Service:                   C
*******************************************************************************
Street Name:       Sepulveda Boulevard              H. Hughes Parkway
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:           Ignore           Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  4  0  1    2  0  3  0  0    0  0  0  0  0    3  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0 2975  1048   141  930     0     0    0     0   791    0   137
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0 2975  1048   141  930     0     0    0     0   791    0   137
Added Vol:      0   10     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 2985  1048   141  930     0     0    0     0   791    0   137
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 2985     0   141  930     0     0    0     0   791    0   137
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0 2985     0   141  930     0     0    0     0   791    0   137
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 2985     0   155  930     0     0    0     0   870    0   137
------------|---------------||---------------||---------------||---------------|
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 0.50  0.00  0.05 0.21  0.00  0.00 0.00  0.00  0.19 0.00  0.09
Crit Vol:          746          78                       0          290
Crit Moves:       ****         ****                               ****
*******************************************************************************

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--------------------------------------------------------------------------------
                              T2/T3 Optional Lot
--------------------------------------------------------------------------------
                      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):        0.544
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
Lanes:        2  0  1  1  1    2  0  1  1  1    2  0  3  0  2    2  0  3  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:      74  289   137    95  191   325   298  198   138   100  896   656
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   74  289   137    95  191   325   298  198   138   100  896   656
Added Vol:      0    0     0     0    0     0     0    8     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   74  289   137    95  191   325   298  206   138   100  896   656
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    74  289   137    95  191   325   298  206   138   100  896   656
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   74  289   137    95  191   325   298  206   138   100  896   656
PCE Adj:     1.00 1.00  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.:    81  289   151   104  191   358   328  206   152   110  896   722
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 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 2711  1414  2750 1436  2689  2750 4125  2750  2750 4125  2750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.11  0.11  0.04 0.13  0.13  0.12 0.05  0.06  0.04 0.22  0.26
Crit Vol:      41                183         164                          361
Crit Moves:  ****              ****        ****                         ****
********************************************************************************


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                            T2/T3 Optional Lot
------------------------------------------------------------------------------
                     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):        0.692
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       60              Level Of Service:                  B
******************************************************************************
Street Name:           MAIN STREET                    IMPERIAL HWY
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Permitted       Protected
Rights:           Ignore           Include          Include         Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  1  0  0  1    0  0  0  0  1    1  0  2  0  1    2  0  2  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:     478    1   569     0    0     4     0  854   212   516 1327     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:  478    1   569     0    0     4     0  854   212   516 1327     1
Added Vol:      0    0     0     0    0     0     0   15     0     0   15     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  478    1   569     0    0     4     0  869   212   516 1342     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:   478    1     0     0    0     4     0  869   212   516 1342     1
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  478    1     0     0    0     4     0  869   212   516 1342     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.:   526    1     0     0    0     4     0  869   212   568 1342     1
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.99 0.01  1.00  0.00 0.00  1.00  1.00 2.00  1.00  2.00 2.00  1.00
Final Sat.:  2845    5  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 0.30  0.15  0.20 0.47  0.00
Crit Vol:     263                      4        435         284
Crit Moves:  ****                    ****       ****        ****
******************************************************************************
```

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                              T2/T3 Optional Lot
--------------------------------------------------------------------------------
                      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):        0.504
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  1  1  0    1  0  2  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M
Base Vol:       0    1     3   742    0    86   196  322     1     8  381  1390
Growth Adj:  1.00 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   742    0    86   196  322     1     8  381  1390
Added Vol:      0    0     0    15    0     0     0    0     0     0    0    15
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0    1     3   757    0    86   196  322     1     8  381  1405
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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   757    0    86   196  322     1     8  381  1405
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0    1     3   757    0    86   196  322     1     8  381  1405
PCE Adj:     1.00 1.00  1.00  1.00 1.00  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   833    0    86   216  322     1     8  381  1546
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 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  0.29 0.00  0.06  0.08 0.11  0.11  0.01 0.13  0.54
Crit Vol:            4          416              108                   191
Crit Moves:       ****       ****             ****                  ****
********************************************************************************
```

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                            T2/T3 Optional Lot
-------------------------------------------------------------------------------
                     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):        1.005
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:     104 1800   546   382 2188    10   245  216    65   210  235   436
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  104 1800   546   382 2188    10   245  216    65   210  235   436
Added Vol:      0    0     0     1    8     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  104 1800   546   383 2196    10   245  216    65   210  235   436
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   104 1800   546   383 2196    10   245  216    65   210  235   436
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  104 1800   546   383 2196    10   245  216    65   210  235   436
PCE Adj:     1.00 1.00  1.00  1.00 1.00  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.:   104 1800   546   421 2196    10   270  216    65   231  235   436
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  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:     0.08 0.44  0.40  0.15 0.40  0.40  0.10 0.05  0.05  0.08 0.06  0.32
Crit Vol:          600          211              135                       436
Crit Moves:       ****         ****             ****                      ****
*******************************************************************************

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                            T2/T3 Optional Lot
------------------------------------------------------------------------------
                     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):        0.684
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       59                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:      55    0    52   406  985   545     0  620   106   247  985     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:   55    0    52   406  985   545     0  620   106   247  985     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:   55    0    52   406  985   545     0  620   106   247  985     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    55    0    52   406  985   545     0  620   106   247  985     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   55    0    52   406  985   545     0  620   106   247  985     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.10  1.10 1.00  1.10  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:    55    0    57   447  985   600     0  620   106   272  985     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 3651   624  2850 4275     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.00  0.02  0.31 0.38  0.36  0.00 0.17  0.17  0.10 0.23  0.00
Crit Vol:      55                542              242              136
Crit Moves:  ****                ****             ****             ****
******************************************************************************
```

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-------------------------------------------------------------------------------
                            T2/T3 Optional Lot
-------------------------------------------------------------------------------
                     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):        0.884
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      160                Level Of Service:                 D
*******************************************************************************
Street Name:            / 105 RAMP                    IMPERIAL HWY.
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Permitted       Protected
Rights:            Ovl              Ovl             Include         Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  0  0  2    0  0  0  0  0    0  0  2  1  1    2  0  2  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:    1049    0   349     0    0     0     0  284   343   106 1073     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: 1049    0   349     0    0     0     0  284   343   106 1073     0
Added Vol:      0    0     0     0    0     0     0    8    26     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut: 1049    0   349     0    0     0     0  292   369   106 1073     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:  1049    0   349     0    0     0     0  292   369   106 1073     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol: 1049    0   349     0    0     0     0  292   369   106 1073     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.:  1154    0   384     0    0     0     0  292   406   117 1073     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 0.00  2.00  0.00 0.00  0.00  0.00 2.00  2.00  2.00 2.00  0.00
Final Sat.:  2850    0  2850     0    0     0     0 2850  2850  2850 2850     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.40 0.00  0.13  0.00 0.00  0.00  0.00 0.10  0.14  0.04 0.38  0.00
Crit Vol:     577                    0              146              537
Crit Moves:  ****                                 ****             ****
*******************************************************************************
```

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--------------------------------------------------------------------------------
                             T2/T3 Optional Lot
--------------------------------------------------------------------------------
                      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):        0.597
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       46                Level Of Service:                  A
********************************************************************************
Street Name:          405 NORTH RAMP                    IMPERIAL HWY
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase        Permitted        Permitted
Rights:           Include          Include          Ignore           Ignore
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1! 0  0    0  0  0  0  0    0  0  2  1  1    0  0  2  1  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:     600    0    72     0    0     0     0  360    74     0 1453   543
Growth Adj:  1.00 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    72     0    0     0     0  360    74     0 1453   543
Added Vol:      0    0     0     0    0     0     0    8     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  600    0    72     0    0     0     0  368    74     0 1453   543
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:   600    0    72     0    0     0     0  368     0     0 1453     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  600    0    72     0    0     0     0  368     0     0 1453     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.:   660    0    72     0    0     0     0  368     0     0 1453     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:     0.26 0.00  0.26  0.00 0.00  0.00  0.00 0.09  0.00  0.00 0.34  0.00
Crit Vol:     366                    0           0                   484
Crit Moves:  ****                             ****                 ****
********************************************************************************


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------------------------------------------------------------------------------
                            T2/T3 Optional Lot
------------------------------------------------------------------------------
                     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):        0.623
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       49               Level Of Service:                  B
******************************************************************************
Street Name:         La CIENEGA BLVD.                   LENNOX BLVD
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted      Permit+Prot      Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  1  1  0    1  0  2  1  0    0  0  0  0  0    1  1  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:       0 1015    95    63  408    27     0    0     0   161    0   270
Growth Adj:  1.00 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 1015    95    63  408    27     0    0     0   161    0   270
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 1015    95    63  408    27     0    0     0   161    0   270
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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 1015    95    63  408    27     0    0     0   161    0   270
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0 1015    95    63  408    27     0    0     0   161    0   270
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  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 1015    95    63  408    27     0    0     0   177    0   270
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 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 2606   244  1425 4010   265     0    0     0  2850    0  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.39  0.39  0.04 0.10  0.10  0.00 0.00  0.00  0.06 0.00  0.19
Crit Vol:          555          63                     0                    270
Crit Moves:       ****         ****                                       ****
******************************************************************************

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-------------------------------------------------------------------------------
                            T2/T3 Optional Lot
-------------------------------------------------------------------------------
                     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):        0.430
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       33                Level Of Service:                 A
*******************************************************************************
Street Name:         La CIENEGA BLVD.                   / 111TH STREET
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted      Split Phase      Split Phase
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  0  0    0  0  2  1  0    2  0  0  0  1    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:     202 1122     0     0  435   105    43    0    52     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  202 1122     0     0  435   105    43    0    52     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:  202 1122     0     0  435   105    43    0    52     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   202 1122     0     0  435   105    43    0    52     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  202 1122     0     0  435   105    43    0    52     0    0     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00
Final Vol.:   202 1122     0     0  435   105    47    0    52     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.00  0.00  0.00 2.42  0.58  2.00 0.00  1.00  0.00 0.00  0.00
Final Sat.:  1425 2850     0     0 3444   831  2850    0  1425     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.14 0.39  0.00  0.00 0.13  0.13  0.02 0.00  0.04  0.00 0.00  0.00
Crit Vol:          561           0                          52           0
Crit Moves:       ****         ****                       ****
*******************************************************************************
```

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-------------------------------------------------------------------------------
                            T2/T3 Optional Lot
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
*******************************************************************************
Intersection #96 La CIENEGA BLVD. @ 405 S/B RAPM
*******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.975
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180                Level Of Service:                  E
*******************************************************************************
Street Name:         La CIENEGA BLVD.                    405 N/B RAPM
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted      Split Phase      Split Phase
Rights:            Ovl              Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  1  1  1    1  0  2  0  0    0  0  0  0  0    1  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:       0 1815   135   136  395     0     0    0     0   553    0    82
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0 1815   135   136  395     0     0    0     0   553    0    82
Added Vol:      0    2     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0 1817   135   136  395     0     0    0     0   553    0    82
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0 1817   135   136  395     0     0    0     0   553    0    82
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0 1817   135   136  395     0     0    0     0   553    0    82
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.10  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     0 1817   149   136  395     0     0    0     0   608    0    82
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 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  2511    0   339
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.64  0.10  0.10 0.14  0.00  0.00 0.00  0.00  0.24 0.00  0.24
Crit Vol:          909          136                       0          345
Crit Moves:       ****         ****                               ****
*******************************************************************************
```

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-------------------------------------------------------------------------------
                             T2/T3 Optional Lot
-------------------------------------------------------------------------------
                     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):        0.534
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       49                Level Of Service:                 A
*******************************************************************************
Street Name:         La CIENEGA BLVD.                   405 S/B RAMP
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include          Include          Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  1  1  0    2  0  1  1  0    0  0  0  0  1    0  0  0  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  907    43   430  507    19     0    0     2     0    0   103
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  907    43   430  507    19     0    0     2     0    0   103
Added Vol:      0    0     0    38    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0  907    43   468  507    19     0    0     2     0    0   103
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  907    43   468  507    19     0    0     2     0    0   103
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  907    43   468  507    19     0    0     2     0    0   103
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.10
Final Vol.:     0  907    43   515  507    19     0    0     2     0    0   113
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 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 2626   124  2750 2651    99     0    0  1375     0    0  2750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.35  0.35  0.19 0.19  0.19  0.00 0.00  0.00  0.00 0.00  0.04
Crit Vol:          475         257                          2           0
Crit Moves:       ****        ****                       ****        ****
*******************************************************************************
```

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------------------------------------------------------------------------------
                            T2/T3 Optional Lot
------------------------------------------------------------------------------
                     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
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:      33 1227   155    71  426     0     4    0    28   192    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:   33 1227   155    71  426     0     4    0    28   192    0    77
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:   33 1227   155    71  426     0     4    0    28   192    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:    33 1227   155    71  426     0     4    0    28   192    0    77
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   33 1227   155    71  426     0     4    0    28   192    0    77
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:    33 1227   155    71  426     0     4    0    28   211    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:       1.00 2.00  1.00  1.00 3.00  0.00  0.12 0.00  0.88  2.00 0.00  1.00
Final Sat.:  1425 2850  1425  1425 4275     0   178    0  1247  2850    0  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.43  0.11  0.05 0.10  0.00  0.02 0.00  0.02  0.07 0.00  0.05
Crit Vol:          614          71                           32   106
Crit Moves:       ****         ****                        ****  ****
******************************************************************************
```

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-------------------------------------------------------------------------------
                            T2/T3 Optional Lot
-------------------------------------------------------------------------------
                     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):        0.765
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       97                Level Of Service:                  C
*******************************************************************************
Street Name:       Sepulveda Boulevard              La Tijera Boulevard
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit      Prot+Permit      Prot+Permit      Prot+Permit
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    1  0  3  0  1    1  0  2  0  1    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      45 1892    99    22 1285    43    72  147    75   322  178    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:   45 1892    99    22 1285    43    72  147    75   322  178    31
Added Vol:      0   10     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:   45 1902    99    22 1285    43    72  147    75   322  178    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:    45 1902    99    22 1285    43    72  147    75   322  178    31
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   45 1902    99    22 1285    43    72  147    75   322  178    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  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:    45 1902    99    22 1285    43    72  147    75   322  178    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 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 2342   408
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.46  0.07  0.02 0.31  0.03  0.05 0.05  0.05  0.23 0.08  0.08
Crit Vol:          634          22                   74          322
Crit Moves:       ****         ****                 ****         ****
*******************************************************************************
```

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                            T2/T3 Optional Lot
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #108 SEPULVEDA BLVD. @ LINCOLN BLVD.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.850
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      124               Level Of Service:                  D
******************************************************************************
Street Name:        SEPULVEDA BOULEVARD              LINCOLN BOULEVARD
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected         Permitted         Permitted         Permitted
Rights:           Include           Include           Include           Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        4  0  2  1  0    0  0  3  1  0    0  0  0  0  4    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:    1998 2181     0     0 1400    26     0    0  1112     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: 1998 2181     0     0 1400    26     0    0  1112     0    0     0
Added Vol:      0   10     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: 1998 2191     0     0 1400    26     0    0  1112     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:  1998 2191     0     0 1400    26     0    0  1112     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol: 1998 2191     0     0 1400    26     0    0  1112     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.:  2198 2191     0     0 1400    26     0    0  1223     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 5596   104     0    0  5700     0 1425     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.39 0.51  0.00  0.00 0.25  0.25  0.00 0.00  0.21  0.00 0.00  0.00
Crit Vol:     549                357                 306      0
Crit Moves:  ****                ****                ****
******************************************************************************
```

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                            T2/T3 Optional Lot
-------------------------------------------------------------------------------
                     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):        0.938
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180                Level Of Service:                 E
*******************************************************************************
Street Name:       Sepulveda Boulevard               Manchester Avenue
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit      Prot+Permit       Protected       Prot+Permit
Rights:            Ovl              Ovl              Ovl              Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    1  0  3  0  1    2  0  2  0  1    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      74 1835    57   100 1039    82   111  252    81    54  638   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:   74 1835    57   100 1039    82   111  252    81    54  638   389
Added Vol:      0   10     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:   74 1845    57   100 1039    82   111  252    81    54  638   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:    74 1845    57   100 1039    82   111  252    81    54  638   389
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   74 1845    57   100 1039    82   111  252    81    54  638   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  1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00
Final Vol.:    74 1845    57   100 1039    82   122  252    81    54  638   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  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 0.45  0.04  0.07 0.25  0.06  0.04 0.09  0.06  0.04 0.37  0.37
Crit Vol:          615         100               61                   514
Crit Moves:       ****        ****              ****                 ****
*******************************************************************************
```

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                            T2/T3 Optional Lot
-------------------------------------------------------------------------------
                     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):        0.548
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       41               Level Of Service:                  A
*******************************************************************************
Street Name:          Pershing Drive                Westchester Parkway
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted       Protected         Permitted         Permitted
Rights:           Include          Include          Include           Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  2  0  1    1  0  2  0  0    0  0  0  0  0    2  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0 1112   418    66  473     0     0    0     0   275    0    57
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0 1112   418    66  473     0     0    0     0   275    0    57
Added Vol:      0    0    15     0    0     0     0    0     0    15    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0 1112   433    66  473     0     0    0     0   290    0    57
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0 1112   433    66  473     0     0    0     0   290    0    57
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0 1112   433    66  473     0     0    0     0   290    0    57
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     0 1112   433    66  473     0     0    0     0   319    0    57
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       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 0.39  0.30  0.05 0.17  0.00  0.00 0.00  0.00  0.11 0.00  0.04
Crit Vol:          556          66                        0          160
Crit Moves:       ****         ****                                ****
*******************************************************************************

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                            T2/T3 Optional Lot
------------------------------------------------------------------------------
                     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):        0.936
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180                Level Of Service:                 E
******************************************************************************
Street Name:       Sepulveda Boulevard              Westchester Parkway
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit      Prot+Permit      Prot+Permit      Prot+Permit
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    1  0  3  0  1    1  0  1  1  0    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     175 2095    24   133 1595    64    15  146    73   179  548   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:  175 2095    24   133 1595    64    15  146    73   179  548   326
Added Vol:      0   10     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  175 2105    24   133 1595    64    15  146    73   179  548   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:   175 2105    24   133 1595    64    15  146    73   179  548   326
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  175 2105    24   133 1595    64    15  146    73   179  548   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  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   175 2105    24   133 1595    64    15  146    73   179  548   326
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  1.00  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:     0.13 0.51  0.02  0.10 0.39  0.05  0.01 0.08  0.08  0.13 0.32  0.32
Crit Vol:          702         133               15                   437
Crit Moves:       ****        ****             ****                 ****
******************************************************************************

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                            T2/T3 Optional Lot
-------------------------------------------------------------------------------
                     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):        0.987
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180               Level Of Service:                 E
*******************************************************************************
Street Name:       Sepulveda Boulevard              76th/77th Street
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    1  0  3  0  1    2  0  1  0  1    1  0  1  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      66 2021    10    36 1296   207   733   75    77    40  112   365
Growth Adj:  1.00 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 2021    10    36 1296   207   733   75    77    40  112   365
Added Vol:      0   10     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   66 2031    10    36 1296   207   733   75    77    40  112   365
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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 2031    10    36 1296   207   733   75    77    40  112   365
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   66 2031    10    36 1296   207   733   75    77    40  112   365
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  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 2031    10    36 1296   207   806   75    77    40  112   365
------------|---------------||---------------||---------------||---------------|
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 0.45  0.01  0.02 0.29  0.14  0.27 0.05  0.05  0.03 0.07  0.24
Crit Vol:          677          36               403                       365
Crit Moves:       ****         ****             ****                      ****
*******************************************************************************

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-------------------------------------------------------------------------------
                             T2/T3 Optional Lot
-------------------------------------------------------------------------------
                     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):        0.852
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       98                Level Of Service:                 D
*******************************************************************************
Street Name:       Sepulveda Boulevard                 79th/80th Street
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted        Permitted        Permitted
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  1  0    1  0  3  0  1    1  0  1  0  1    1  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     139 2211    28    34 1210   187   168   92   146    45  205   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:  139 2211    28    34 1210   187   168   92   146    45  205   122
Added Vol:      0   10     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:  139 2221    28    34 1210   187   168   92   146    45  205   122
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   139 2221    28    34 1210   187   168   92   146    45  205   122
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  139 2221    28    34 1210   187   168   92   146    45  205   122
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   139 2221    28    34 1210   187   168   92   146    45  205   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:       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 0.50  0.50  0.02 0.27  0.12  0.11 0.06  0.10  0.03 0.22  0.22
Crit Vol:          750          34              168                   327
Crit Moves:       ****         ****            ****                  ****
*******************************************************************************


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                            T2/T3 Optional Lot
-------------------------------------------------------------------------------
                     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):        0.716
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       51               Level Of Service:                  C
*******************************************************************************
Street Name:       Sepulveda Boulevard                 83rd Street
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  1  0    1  0  2  1  0    0  0  1! 0  0    1  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      39 2079    18    28 1247    35    71   65    43    24  122   150
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   39 2079    18    28 1247    35    71   65    43    24  122   150
Added Vol:      0   10     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   39 2089    18    28 1247    35    71   65    43    24  122   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:    39 2089    18    28 1247    35    71   65    43    24  122   150
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   39 2089    18    28 1247    35    71   65    43    24  122   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:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:    39 2089    18    28 1247    35    71   65    43    24  122   150
------------|---------------||---------------||---------------||---------------|
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 4377   123   595  545   360  1500  673   827
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.47  0.47  0.02 0.28  0.28  0.12 0.12  0.12  0.02 0.18  0.18
Crit Vol:          702           28               71                   272
Crit Moves:       ****         ****             ****                 ****
*******************************************************************************
```

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------------------------------------------------------------------------------------
                              T2/T3 Optional Lot
------------------------------------------------------------------------------------
                      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):        0.445
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       34                Level Of Service:                 A
************************************************************************************
Street Name:         La CIENEGA BLVD.                   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:     374  954    11    12  453    83    19    0    76     6    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:  374  954    11    12  453    83    19    0    76     6    0    13
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  374  954    11    12  453    83    19    0    76     6    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:   374  954    11    12  453    83    19    0    76     6    0    13
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  374  954    11    12  453    83    19    0    76     6    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.:   374  954    11    12  453    83    19    0    76     6    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  0.32 0.00  0.68
Final Sat.:  1425 2818    32  1425 3613   662  1425 1425  1425   450    0   975
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.26 0.34  0.34  0.01 0.13  0.13  0.01 0.00  0.05  0.01 0.00  0.01
Crit Vol:     374                  179                    76     6
Crit Moves:  ****                 ****                 ****  ****
************************************************************************************
```

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-------------------------------------------------------------------------------
                            T2/T3 Optional Lot
-------------------------------------------------------------------------------
                              Scenario Report
Scenario:             Adjusted Baseline 2016 plus Proj PM  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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------------------------------------------------------------------------------------
                              T2/T3 Optional Lot
------------------------------------------------------------------------------------
                       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):        0.896
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180                Level Of Service:                  D
************************************************************************************
Street Name:          AVIATION BLVD.                    CENTURY BLVD.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  1  1  0    2  0  2  0  1    1  0  3  1  0    1  0  3  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     467  543   127   108  505   145   146 2012   467   103 1241   150
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  467  543   127   108  505   145   146 2012   467   103 1241   150
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:  467  543   127   108  505   145   146 2012   467   103 1241   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:   467  543   127   108  505   145   146 2012   467   103 1241   150
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  467  543   127   108  505   145   146 2012   467   103 1241   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.:   514  543   127   119  505   145   146 2012   467   103 1241   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 3.25  0.75  1.00 3.57  0.43
Final Sat.:  2750 2229   521  2750 2750  1375  1375 4464  1036  1375 4907   593
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.19 0.24  0.24  0.04 0.18  0.11  0.11 0.45  0.45  0.07 0.25  0.25
Crit Vol:     257                253              620          103
Crit Moves:  ****               ****             ****         ****
************************************************************************************
```

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-------------------------------------------------------------------------------
                            T2/T3 Optional Lot
-------------------------------------------------------------------------------
                     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):        0.720
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       81               Level Of Service:                  C
*******************************************************************************
Street Name:           AVIATION BL.                    IMPERIAL HWY.
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:            Ovl              Ovl            Include            Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  2  0  1    2  0  1  1  1    2  0  2  1  0    2  0  3  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     140  373   241   380  594   127   231 1237   270   167  431   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:  140  373   241   380  594   127   231 1237   270   167  431   409
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  373   241   380  594   127   231 1237   270   167  431   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:   140  373   241   380  594   127   231 1237   270   167  431   409
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  140  373   241   380  594   127   231 1237   270   167  431   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:     1.10 1.00  1.00  1.10 1.00  1.10  1.10 1.00  1.00  1.10 1.00  1.00
Final Vol.:   154  373   241   418  594   140   254 1237   270   184  431   409
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 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 3386   739  2750 4125  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.06 0.14  0.18  0.15 0.22  0.10  0.09 0.37  0.37  0.07 0.10  0.30
Crit Vol:          187         209                  502          92
Crit Moves:       ****        ****                 ****        ****
*******************************************************************************
```

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------------------------------------------------------------------------------------
                              T2/T3 Optional Lot
------------------------------------------------------------------------------------
                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
************************************************************************************
Intersection #19 AVIATION BLVD. @ 111TH
************************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.548
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       50                Level Of Service:                 A
************************************************************************************
Street Name:          AVIATION BLVD.                    111TH STREET
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:            Ovl              Include          Include          Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1  1  0    1  0  1  1  0    1  0  0  1  0    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      13 1004    33    37 1142    68    62   83    24    28   42    63
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   13 1004    33    37 1142    68    62   83    24    28   42    63
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:   13 1004    33    37 1142    68    62   83    24    28   42    63
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    13 1004    33    37 1142    68    62   83    24    28   42    63
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   13 1004    33    37 1142    68    62   83    24    28   42    63
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:    13 1004    33    37 1142    68    62   83    24    28   42    63
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.94  0.06  1.00 1.89  0.11  1.00 0.78  0.22  1.00 1.00  1.00
Final Sat.:  1375 2662    88  1375 2595   155  1375 1067   308  1375 1375  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.38  0.38  0.03 0.44  0.44  0.05 0.08  0.08  0.02 0.03  0.05
Crit Vol:      13                605              107          28
Crit Moves:  ****                ****             ****         ****
************************************************************************************
```

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-------------------------------------------------------------------------------
                            T2/T3 Optional Lot
-------------------------------------------------------------------------------
                     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):        0.969
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180               Level Of Service:                 E
*******************************************************************************
Street Name:         La CIENEGA BLVD.                  CENTURY BLVD.
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit      Prot+Permit      Prot+Permit      Prot+Permit
Rights:            Ovl              Ovl              Ovl              Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  0  2    1  0  2  0  2    1  0  3  0  1    1  0  3  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     127  294   562   600  735   348   112 1270   483    90  812   217
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  127  294   562   600  735   348   112 1270   483    90  812   217
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:  127  294   562   600  735   348   112 1270   483    90  812   217
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   127  294   562   600  735   348   112 1270   483    90  812   217
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  127  294   562   600  735   348   112 1270   483    90  812   217
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.10  1.00 1.00  1.10  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   127  294   618   600  735   383   112 1270   483    90  812   217
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  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 4340  1160
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.09 0.11  0.22  0.44 0.27  0.14  0.08 0.31  0.35  0.07 0.19  0.19
Crit Vol:                309   600                423          0
Crit Moves:             ****  ****               ****        ****
*******************************************************************************
```

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------------------------------------------------------------------------------------
                              T2/T3 Optional Lot
------------------------------------------------------------------------------------
                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
************************************************************************************
Intersection #38 CENTURY BLVD. @ SEPULVEDA BLVD.
************************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.795
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       70                Level Of Service:                 C
************************************************************************************
Street Name:         SEPULVEDA BLVD.                    CENTURY BLVD.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted        Permitted        Permitted
Rights:            Ignore           Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  4  0  1    0  0  4  0  1    0  0  0  0  0    1  1  0  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0 3537     0     0 2773    51     0    0     0   479   90   236
Growth Adj:  1.00 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 3537     0     0 2773    51     0    0     0   479   90   236
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 3537     0     0 2773    51     0    0     0   479   90   236
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 3537     0     0 2773    51     0    0     0   479   90   236
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0 3537     0     0 2773    51     0    0     0   479   90   236
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 3537     0     0 2773    51     0    0     0   527   90   260
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 4.00  1.00  0.00 4.00  1.00  0.00 0.00  0.00  1.71 0.29  2.00
Final Sat.:     0 6000  1500     0 6000  1500     0    0     0  2562  438  3000
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.59  0.00  0.00 0.46  0.03  0.00 0.00  0.00  0.21 0.21  0.09
Crit Vol:          884           0                        0          308
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):        0.676
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       44                Level Of Service:                  B
*******************************************************************************
Street Name:         405 NORTH OFF RAMP                  CENTURY BLVD
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  0  0  1    0  0  0  0  1    1  0  2  1  1    0  0  2  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 4 Aug 2004 << Employee PM
Base Vol:     667    0   347     0    0    40    24 1804   567     0  912    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:  667    0   347     0    0    40    24 1804   567     0  912    14
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:  667    0   347     0    0    40    24 1804   567     0  912    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:   667    0   347     0    0    40    24 1804   567     0  912    14
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  667    0   347     0    0    40    24 1804   567     0  912    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.:   734    0   347     0    0    40    24 1804   624     0  912    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 2.97  1.03  0.00 2.95  0.05
Final Sat.:  3000    0  1500     0    0  1500  1500 4459  1541     0 4432    68
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.24 0.00  0.23  0.00 0.00  0.03  0.02 0.40  0.40  0.00 0.21  0.21
Crit Vol:     367                      40        607          0
Crit Moves:  ****                     ****       ****        ****
*******************************************************************************
```

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                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
************************************************************************************
Intersection #47 IMPERIAL HWY. @ DOUGLAS ST.
************************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.693
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       74                Level Of Service:                 B
************************************************************************************
Street Name:          DOUGLAS STREET                    IMPERIAL HWY.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1  0  2    1  0  1! 0  1    1  0  2  1  0    2  0  2  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     156   23   393    56   32    14    21 1543   151   123  572    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:  156   23   393    56   32    14    21 1543   151   123  572    34
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:  156   23   393    56   32    14    21 1543   151   123  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:   156   23   393    56   32    14    21 1543   151   123  572    34
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  156   23   393    56   32    14    21 1543   151   123  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.:   156   23   432    62   32    15    21 1543   151   135  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  1.70 0.30  1.00  1.00 2.73  0.27  2.00 2.83  0.17
Final Sat.:  1375 1375  2750  2331  419  1375  1375 3757   368  2750 3894   231
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.11 0.02  0.16  0.03 0.08  0.01  0.02 0.41  0.41  0.05 0.15  0.15
Crit Vol:                216        105              565          68
Crit Moves:             ****       ****             ****         ****
************************************************************************************
```

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                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
*******************************************************************************
Intersection #65 SEPULVEDA @ H. HUGHES PARKWAY
*******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.721
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       52               Level Of Service:                  C
*******************************************************************************
Street Name:       Sepulveda Boulevard              H. Hughes Parkway
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:           Ignore           Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  4  0  1    2  0  3  0  0    0  0  0  0  0    3  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0 1439   669   580 2543     0     0    0     0   637    0   105
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0 1439   669   580 2543     0     0    0     0   637    0   105
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 1439   669   580 2543     0     0    0     0   637    0   105
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 1439     0   580 2543     0     0    0     0   637    0   105
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0 1439     0   580 2543     0     0    0     0   637    0   105
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 1439     0   638 2543     0     0    0     0   701    0   105
------------|---------------||---------------||---------------||---------------|
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 0.24  0.00  0.21 0.57  0.00  0.00 0.00  0.00  0.16 0.00  0.07
Crit Vol:       0                 848                 0          234
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):        0.768
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       98                 Level Of Service:                  C
*******************************************************************************
Street Name:         La CIENEGA BLVD.                   IMPERIAL HWY.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  1  1  1    2  0  1  1  1    2  0  3  0  2    2  0  3  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      64  203   695   397  388   245   229 1295   148    42  370   169
Growth Adj:  1.00 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  203   695   397  388   245   229 1295   148    42  370   169
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:   64  203   695   397  388   245   229 1295   148    42  370   169
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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  203   695   397  388   245   229 1295   148    42  370   169
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   64  203   695   397  388   245   229 1295   148    42  370   169
PCE Adj:     1.00 1.00  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.:    70  203   765   437  388   270   252 1295   163    46  370   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:       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 2434  1691  2750 4125  2750  2750 4125  2750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.15  0.28  0.16 0.16  0.16  0.09 0.31  0.06  0.02 0.09  0.07
Crit Vol:                382   218                432          23
Crit Moves:             ****  ****              ****         ****
*******************************************************************************
```

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                     Level Of Service Computation Report
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******************************************************************************
Intersection #68 IMPERIAL HWY @MAIN STREET
******************************************************************************
Cycle (sec):        100              Critical Vol./Cap. (X):        0.699
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       62              Level Of Service:                  B
******************************************************************************
Street Name:           MAIN STREET                    IMPERIAL HWY
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|--------------||--------------||--------------||--------------|
Control:       Split Phase      Split Phase       Permitted       Protected
Rights:           Ignore           Include          Include         Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  1  0  0  1    0  0  1! 0  0    1  0  2  0  1    2  0  2  0  1
------------|--------------||--------------||--------------||--------------|
Volume Module:
Base Vol:     230    0   450     4    1     1     0 1066   395   587  747     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:  230    0   450     4    1     1     0 1066   395   587  747     2
Added Vol:      0    0     0     0    0     0     0   15     0     0   15     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  230    0   450     4    1     1     0 1081   395   587  762     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:   230    0     0     4    1     1     0 1081   395   587  762     2
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  230    0     0     4    1     1     0 1081   395   587  762     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.:   253    0     0     4    1     1     0 1081   395   646  762     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 0.38  0.28  0.23 0.27  0.00
Crit Vol:     127                  6             541          323
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):        0.574
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       44                 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  0    1  0  2  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    3     7   914    0   207   153  433     0     1  425   572
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    3     7   914    0   207   153  433     0     1  425   572
Added Vol:      0    0     0    15    0     0     0    0     0     0    0    15
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0    3     7   929    0   207   153  433     0     1  425   587
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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     7   929    0   207   153  433     0     1  425   587
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0    3     7   929    0   207   153  433     0     1  425   587
PCE Adj:     1.00 1.00  1.00  1.00 1.00  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     7  1022    0   207   168  433     0     1  425   646
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 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 0.30  0.70  2.00 0.00  1.00  2.00 2.00  0.00  1.00 2.00  2.00
Final Sat.:     0  428   998  2850    0  1425  2850 2850     0  1425 2850  2850
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.01  0.01  0.36 0.00  0.15  0.06 0.15  0.00  0.00 0.15  0.23
Crit Vol:           10          511               84                   213
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):        1.393
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:     145 1810  1014   688 2412    16   235  368   172   159  340   394
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  145 1810  1014   688 2412    16   235  368   172   159  340   394
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:  145 1810  1014   688 2412    16   235  368   172   159  340   394
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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 1810  1014   688 2412    16   235  368   172   159  340   394
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  145 1810  1014   688 2412    16   235  368   172   159  340   394
PCE Adj:     1.00 1.00  1.00  1.00 1.00  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 1810  1014   757 2412    16   259  368   172   175  340   394
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  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 5464    36  2750 4125  1375  2750 4125  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.11 0.44  0.74  0.28 0.44  0.44  0.09 0.09  0.13  0.06 0.08  0.29
Crit Vol:               1014   378              129                        394
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):        0.453
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       34                 Level Of Service:                  A
************************************************************************************
Street Name:  FWY 105 OFF RAMP/ NASH STREET             IMPERIAL HWY.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase        Permitted       Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  0  0  2    1  1  0  1  1    0  0  2  1  0    2  0  3  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     127    0   255   100  180   183     0  999    58    36  778     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  127    0   255   100  180   183     0  999    58    36  778     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:  127    0   255   100  180   183     0  999    58    36  778     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   127    0   255   100  180   183     0  999    58    36  778     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  127    0   255   100  180   183     0  999    58    36  778     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.:   127    0   281   110  180   201     0  999    58    40  778     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 1929  2346     0 4040   235  2850 4275     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.09 0.00  0.10  0.08 0.09  0.09  0.00 0.25  0.25  0.01 0.18  0.00
Crit Vol:                140        133              352          20
Crit Moves:             ****       ****             ****         ****
************************************************************************************
```

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-------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
*******************************************************************************
Intersection #74 IMPERIAL HWY. @  105 RAMP
*******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.626
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       50               Level Of Service:                  B
*******************************************************************************
Street Name:            / 105 RAMP                    IMPERIAL HWY.
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Permitted       Protected
Rights:            Ovl              Ovl             Include         Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  0  0  2    0  0  0  0  0    0  0  2  1  1    2  0  2  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     513    0   203     0    0     0     0 1592   490   140  628     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:  513    0   203     0    0     0     0 1592   490   140  628     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:  513    0   203     0    0     0     0 1592   490   140  628     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:   513    0   203     0    0     0     0 1592   490   140  628     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  513    0   203     0    0     0     0 1592   490   140  628     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.:   564    0   223     0    0     0     0 1592   539   154  628     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 0.00  2.00  0.00 0.00  0.00  0.00 2.99  1.01  2.00 2.00  0.00
Final Sat.:  2850    0  2850     0    0     0     0 4258  1442  2850 2850     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.20 0.00  0.08  0.00 0.00  0.00  0.00 0.37  0.37  0.05 0.22  0.00
Crit Vol:     282                  0              533          77
Crit Moves:  ****                               ****         ****
*******************************************************************************
```

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------------------------------------------------------------------------------------
                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
************************************************************************************
Intersection #75 IMPERIAL HWY. @ 405 NORTH RAMP
************************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.832
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      111                Level Of Service:                 D
************************************************************************************
Street Name:          405 NORTH RAMP                      IMPERIAL HWY
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase        Permitted        Permitted
Rights:           Include          Include          Ignore           Ignore
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1! 0  0    0  0  0  0  0    0  0  2  1  1    0  0  2  1  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     169    0   291     0    0     0     0 2684   285     0  440   239
Growth Adj:  1.00 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    0   291     0    0     0     0 2684   285     0  440   239
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:  169    0   291     0    0     0     0 2684   285     0  440   239
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:   169    0   291     0    0     0     0 2684     0     0  440     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  169    0   291     0    0     0     0 2684     0     0  440     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
MLF Adj:     1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
Final Vol.:   186    0   291     0    0     0     0 2684     0     0  440     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 0.00  1.00  0.00 0.00  0.00  0.00 3.00  1.00  0.00 3.00  1.00
Final Sat.:  1425    0  1425     0    0     0     0 4275  1425     0 4275  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.13 0.00  0.20  0.00 0.00  0.00  0.00 0.63  0.00  0.00 0.10  0.00
Crit Vol:                291           0              895           0
Crit Moves:              ****                         ****        ****
************************************************************************************
```

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-------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
*******************************************************************************
Intersection #89 La CIENEGA BLVD. @ LENNOX BLVD
*******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.600
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       47               Level Of Service:                  B
*******************************************************************************
Street Name:         La CIENEGA BLVD.                   LENNOX BLVD
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted      Permit+Prot      Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  1  1  0    1  0  2  1  0    0  0  0  0  0    1  1  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  556   361   318  724     4     0    0     0    71    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
Initial Bse:    0  556   361   318  724     4     0    0     0    71    0    79
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  556   361   318  724     4     0    0     0    71    0    79
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  556   361   318  724     4     0    0     0    71    0    79
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  556   361   318  724     4     0    0     0    71    0    79
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     0  556   361   318  724     4     0    0     0    78    0    79
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 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 1728  1122  1425 4252    23     0    0     0  2850    0  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.32  0.32  0.22 0.17  0.17  0.00 0.00  0.00  0.03 0.00  0.06
Crit Vol:          459         318                      0                    79
Crit Moves:       ****        ****                                          ****
*******************************************************************************

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------------------------------------------------------------------------------------
                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
************************************************************************************
Intersection #94 La CIENEGA BLVD. @ 111TH STREET
************************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.371
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       30                Level Of Service:                 A
************************************************************************************
Street Name:         La CIENEGA BLVD.                   / 111TH STREET
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted      Split Phase      Split Phase
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  0  0    0  0  2  1  0    2  0  0  0  1    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      53  782     0     0  851    68   115    0   138     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:   53  782     0     0  851    68   115    0   138     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:   53  782     0     0  851    68   115    0   138     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:    53  782     0     0  851    68   115    0   138     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   53  782     0     0  851    68   115    0   138     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.:    53  782     0     0  851    68   127    0   138     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:     0.04 0.27  0.00  0.00 0.21  0.21  0.04 0.00  0.10  0.00 0.00  0.00
Crit Vol:          391           0                        138           0
Crit Moves:       ****         ****                     ****
************************************************************************************
```

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-------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
*******************************************************************************
Intersection #96 La CIENEGA BLVD. @ 405 S/B RAPM
*******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.824
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      105               Level Of Service:                  D
*******************************************************************************
Street Name:         La CIENEGA BLVD.                   405 N/B RAPM
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted      Split Phase      Split Phase
Rights:            Ovl              Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  1  1  1    1  0  2  0  0    0  0  0  0  0    1  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  620    64   199  790     0     0    0     0   873    0   369
Growth Adj:  1.00 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  620    64   199  790     0     0    0     0   873    0   369
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  620    64   199  790     0     0    0     0   873    0   369
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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  620    64   199  790     0     0    0     0   873    0   369
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  620    64   199  790     0     0    0     0   873    0   369
PCE Adj:     1.00 1.00  1.00  1.00 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  620    70   199  790     0     0    0     0   960    0   369
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 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 0.22  0.05  0.14 0.28  0.00  0.00 0.00  0.00  0.47 0.00  0.47
Crit Vol:          310         199                      0                    665
Crit Moves:       ****        ****                                          ****
*******************************************************************************

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-------------------------------------------------------------------------------
                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
*******************************************************************************
Intersection #97 La CIENEGA BLVD. @ 405 S/B RAMP
*******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.421
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       39                Level Of Service:                 A
*******************************************************************************
Street Name:         La CIENEGA BLVD.                   405 S/B RAMP
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include          Include           Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  1  1  0    2  0  1  1  0    0  0  0  0  1    0  0  0  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  652    39   360  860     1     0    0     2     0    0   420
Growth Adj:  1.00 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  652    39   360  860     1     0    0     2     0    0   420
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  652    39   360  860     1     0    0     2     0    0   420
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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  652    39   360  860     1     0    0     2     0    0   420
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  652    39   360  860     1     0    0     2     0    0   420
PCE Adj:     1.00 1.00  1.00  1.00 1.00  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  652    39   396  860     1     0    0     2     0    0   462
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 1.89  0.11  2.00 1.99  0.01  0.00 0.00  1.00  0.00 0.00  2.00
Final Sat.:     0 2595   155  2750 2747     3     0    0  1375     0    0  2750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.25  0.25  0.14 0.31  0.31  0.00 0.00  0.00  0.00 0.00  0.17
Crit Vol:          345           0                          2                231
Crit Moves:       ****         ****                       ****              ****
*******************************************************************************

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-------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
*******************************************************************************
Intersection #98 La CIENEGA BLVD. @ 405 S/B RAMP
*******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.361
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.                   405 S/B RAMP
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted      Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  0  1    1  0  2  1  0    0  0  0  0  1    2  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      27  619    30    67  901     3     0    0    11   231    0   231
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   27  619    30    67  901     3     0    0    11   231    0   231
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   27  619    30    67  901     3     0    0    11   231    0   231
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    27  619    30    67  901     3     0    0    11   231    0   231
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   27  619    30    67  901     3     0    0    11   231    0   231
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  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.:    27  619    30    67  901     3     0    0    11   254    0   231
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  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 4261    14     0    0  1425  2850    0  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.22  0.02  0.05 0.21  0.21  0.00 0.00  0.01  0.09 0.00  0.16
Crit Vol:          310          67                           11   127
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):        0.889
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180                Level Of Service:                 D
*******************************************************************************
Street Name:       Sepulveda Boulevard              La Tijera Boulevard
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit      Prot+Permit      Prot+Permit      Prot+Permit
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    1  0  3  0  1    1  0  2  0  1    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     126 1278   227   118 1750   145   133  361   100   332  270    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:  126 1278   227   118 1750   145   133  361   100   332  270    69
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  126 1278   227   118 1750   145   133  361   100   332  270    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:   126 1278   227   118 1750   145   133  361   100   332  270    69
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  126 1278   227   118 1750   145   133  361   100   332  270    69
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   126 1278   227   118 1750   145   133  361   100   332  270    69
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  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 2190   560
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.09 0.31  0.17  0.09 0.42  0.11  0.10 0.13  0.07  0.24 0.12  0.12
Crit Vol:     126                583              181              332
Crit Moves:  ****               ****             ****             ****
*******************************************************************************
```

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------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #108 SEPULVEDA BLVD. @ LINCOLN BLVD.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        1.034
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180               Level Of Service:                  F
******************************************************************************
Street Name:        SEPULVEDA BOULEVARD              LINCOLN BOULEVARD
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Protected         Permitted         Permitted         Permitted
Rights:            Include           Include           Include           Include
Min. Green:      0    0     0      0    0     0      0    0     0      0    0     0
Lanes:         4  0  2  1  0    0  0  3  1  0    0  0  0  0  4    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     1558 2013     0     0 2116    42     0    0  1839     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:  1558 2013     0     0 2116    42     0    0  1839     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:  1558 2013     0     0 2116    42     0    0  1839     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:   1558 2013     0     0 2116    42     0    0  1839     0    0     0
Reduct Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  1558 2013     0     0 2116    42     0    0  1839     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.:   1714 2013     0     0 2116    42     0    0  2023     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 5589   111     0    0  5700     0 1425     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:      0.30 0.47  0.00  0.00 0.38  0.38  0.00 0.00  0.35  0.00 0.00  0.00
Crit Vol:      428                539                506      0
Crit Moves:   ****                ****               ****
******************************************************************************
```

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------------------------------------------------------------------------------------
                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
************************************************************************************
Intersection #114 SEPULVEDA BLVD. @ MANCHESTER AVE.
************************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.955
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180                Level Of Service:                 E
************************************************************************************
Street Name:       Sepulveda Boulevard               Manchester Avenue
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit      Prot+Permit       Protected       Prot+Permit
Rights:            Ovl              Ovl              Ovl              Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    1  0  3  0  1    2  0  2  0  1    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     171 1356   120   351 1811   279   224  797   132   111  529   207
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  171 1356   120   351 1811   279   224  797   132   111  529   207
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:  171 1356   120   351 1811   279   224  797   132   111  529   207
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   171 1356   120   351 1811   279   224  797   132   111  529   207
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  171 1356   120   351 1811   279   224  797   132   111  529   207
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  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.:   171 1356   120   351 1811   279   246  797   132   111  529   207
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  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:     0.12 0.33  0.09  0.26 0.44  0.20  0.09 0.29  0.10  0.08 0.27  0.27
Crit Vol:          452         351                  399         111
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):        0.368
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       29               Level Of Service:                  A
*******************************************************************************
Street Name:          Pershing Drive                Westchester Parkway
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted       Protected         Permitted         Permitted
Rights:           Include          Include          Include           Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  2  0  1    1  0  2  0  0    0  0  0  0  0    2  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  582   319    77  645     0     0    0     0   192    0   111
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  582   319    77  645     0     0    0     0   192    0   111
Added Vol:      0    0    15     0    0     0     0    0     0    15    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0  582   334    77  645     0     0    0     0   207    0   111
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  582   334    77  645     0     0    0     0   207    0   111
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  582   334    77  645     0     0    0     0   207    0   111
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     0  582   334    77  645     0     0    0     0   228    0   111
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       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  0.23  0.05 0.23  0.00  0.00 0.00  0.00  0.08 0.00  0.08
Crit Vol:             334    77                       0         114
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):        0.963
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180                Level Of Service:                 E
*******************************************************************************
Street Name:       Sepulveda Boulevard              Westchester Parkway
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit      Prot+Permit      Prot+Permit      Prot+Permit
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    1  0  3  0  1    1  0  1  1  0    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     195 1618    76   218 2009    67    64  279   102   269  292   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:  195 1618    76   218 2009    67    64  279   102   269  292   211
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:  195 1618    76   218 2009    67    64  279   102   269  292   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:   195 1618    76   218 2009    67    64  279   102   269  292   211
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  195 1618    76   218 2009    67    64  279   102   269  292   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  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   195 1618    76   218 2009    67    64  279   102   269  292   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 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 2014   736  1375 1596  1154
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.14 0.39  0.06  0.16 0.49  0.05  0.05 0.14  0.14  0.20 0.18  0.18
Crit Vol:     195                670              190              269
Crit Moves:  ****               ****             ****             ****
*******************************************************************************
```

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-------------------------------------------------------------------------------
                            T2/T3 Optional Lot
-------------------------------------------------------------------------------
                     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):        0.557
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       33               Level Of Service:                  A
*******************************************************************************
Street Name:       Sepulveda Boulevard               76th/77th Street
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    1  0  3  0  1    2  0  1  0  1    1  0  1  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      66 1666    39   127 1411   332   192   39    54    23   48    36
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   66 1666    39   127 1411   332   192   39    54    23   48    36
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:   66 1666    39   127 1411   332   192   39    54    23   48    36
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    66 1666    39   127 1411   332   192   39    54    23   48    36
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   66 1666    39   127 1411   332   192   39    54    23   48    36
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00
Final Vol.:    66 1666    39   127 1411   332   211   39    54    23   48    36
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 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 0.37  0.03  0.08 0.31  0.22  0.07 0.03  0.04  0.02 0.03  0.02
Crit Vol:          555         127              106                  48
Crit Moves:       ****        ****             ****                 ****
*******************************************************************************

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-------------------------------------------------------------------------------
                              T2/T3 Optional Lot
-------------------------------------------------------------------------------
                      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):        0.574
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       34                 Level Of Service:                  A
*******************************************************************************
Street Name:       Sepulveda Boulevard                 79th/80th Street
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted        Permitted        Permitted
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  1  0    1  0  3  0  1    1  0  1  0  1    1  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      88 1851    34    36 1453   189   116   60    86    29   49    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:   88 1851    34    36 1453   189   116   60    86    29   49    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:   88 1851    34    36 1453   189   116   60    86    29   49    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:    88 1851    34    36 1453   189   116   60    86    29   49    31
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   88 1851    34    36 1453   189   116   60    86    29   49    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  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:    88 1851    34    36 1453   189   116   60    86    29   49    31
------------|---------------||---------------||---------------||---------------|
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 4419    81  1500 4500  1500  1500 1500  1500  1500  919   581
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.06 0.42  0.42  0.02 0.32  0.13  0.08 0.04  0.06  0.02 0.05  0.05
Crit Vol:          628          36              116                   80
Crit Moves:       ****         ****            ****                  ****
*******************************************************************************
```

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-------------------------------------------------------------------------------
                            T2/T3 Optional Lot
-------------------------------------------------------------------------------
                     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):        0.527
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       30               Level Of Service:                  A
*******************************************************************************
Street Name:       Sepulveda Boulevard                 83rd Street
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  1  0    1  0  2  1  0    0  0  1! 0  0    1  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      53 1843    17    42 1497    53    48   43    28     9   30    27
Growth Adj:  1.00 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 1843    17    42 1497    53    48   43    28     9   30    27
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:   53 1843    17    42 1497    53    48   43    28     9   30    27
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    53 1843    17    42 1497    53    48   43    28     9   30    27
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   53 1843    17    42 1497    53    48   43    28     9   30    27
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:    53 1843    17    42 1497    53    48   43    28     9   30    27
------------|---------------||---------------||---------------||---------------|
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  0.40 0.36  0.24  1.00 0.53  0.47
Final Sat.:  1500 4459    41  1500 4346   154   605  542   353  1500  789   711
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.41  0.41  0.03 0.34  0.34  0.08 0.08  0.08  0.01 0.04  0.04
Crit Vol:          620           42                  119           9
Crit Moves:       ****         ****                ****         ****
*******************************************************************************
```

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```
Adjusted Baseline 2016 plus Proj PM Thu Jan 5, 2017 15:11:51                 Page 32-1
-------------------------------------------------------------------------------
                            T2/T3 Optional Lot
-------------------------------------------------------------------------------
                     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):        0.477
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       36                Level Of Service:                 A
*******************************************************************************
Street Name:         La CIENEGA BLVD.                  104 TH STREET
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit        Permitted         Permitted        Permitted
Rights:           Include           Include           Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1  1  0    1  0  2  1  0    1  0  1  0  1    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     121  579    12    47  788    53    90    3   271     7    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:  121  579    12    47  788    53    90    3   271     7    1    11
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  121  579    12    47  788    53    90    3   271     7    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:   121  579    12    47  788    53    90    3   271     7    1    11
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  121  579    12    47  788    53    90    3   271     7    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.:   121  579    12    47  788    53    90    3   271     7    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  0.37 0.05  0.58
Final Sat.:  1425 2792    58  1425 4006   269  1425 1425  1425   525   75   825
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.08 0.21  0.21  0.03 0.20  0.20  0.06 0.00  0.19  0.01 0.01  0.01
Crit Vol:     121                280                  271     7
Crit Moves:  ****                ****                 ****  ****
*******************************************************************************
```

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```
Future 2019 w/ Proj w/ Mitigation-AM Peak        Thu May 25, 2017 15:16:29     Page 1-1
-------------------------------------------------------------------------------
                              T2/T3 Primary Lot
-------------------------------------------------------------------------------
                                Scenario Report
Scenario:             Future 2019 w/ Proj w/ Mitigation-AM Peak

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

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```
Future 2019 w/ Proj w/ Mitigation-AM Peak        Thu May 25, 2017 15:16:30   Page 8-1
-------------------------------------------------------------------------------
                              T2/T3 Primary Lot
-------------------------------------------------------------------------------
                     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):        1.005
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180                Level Of Service:                   F
*******************************************************************************
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 4649     0     0 1701    36     0    0     0   410   70   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:    0 4649     0     0 1701    36     0    0     0   410   70   347
Added Vol:      0  268     0     0    5     0     0    0     0    22   12   123
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0 4917     0     0 1706    36     0    0     0   432   82   470
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 4917     0     0 1706    36     0    0     0   432   82   470
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0 4917     0     0 1706    36     0    0     0   432   82   470
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 4917     0     0 1706    36     0    0     0   475   82   517
------------|---------------||---------------||---------------||---------------|
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  2559  441  3000
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.82  0.00  0.00 0.28  0.02  0.00 0.00  0.00  0.19 0.19  0.17
Crit Vol:         1229           0                      0          279
Crit Moves:       ****        ****                              ****
*******************************************************************************

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Future 2019 w/ Proj w/ Mitigation-AM Peak        Thu May 25, 2017 15:16:30    Page 17-1
-------------------------------------------------------------------------------
                              T2/T3 Primary Lot
-------------------------------------------------------------------------------
                     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):        1.048
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180                Level Of Service:                 F
*******************************************************************************
Street Name:            / 105 RAMP                      IMPERIAL HWY.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase        Permitted       Protected
Rights:            Ovl              Ovl              Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  0  0  2    0  0  0  0  0    0  0  2  1  1    2  0  2  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:    1113    0   370     0    0     0     0  301   364   113 1138     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: 1113    0   370     0    0     0     0  301   364   113 1138     0
Added Vol:    160    0     5     0    0     0     0   42    63     5  105     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut: 1273    0   375     0    0     0     0  343   427   118 1243     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:  1273    0   375     0    0     0     0  343   427   118 1243     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol: 1273    0   375     0    0     0     0  343   427   118 1243     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.:  1400    0   413     0    0     0     0  343   470   130 1243     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:     0.49 0.00  0.14  0.00 0.00  0.00  0.00 0.12  0.16  0.05 0.44  0.00
Crit Vol:     700                    0              172              622
Crit Moves:  ****                                 ****             ****
*******************************************************************************
```

```
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```

```
Future 2019 w/ Proj w/ Mitigation-AM Peak        Thu May 25, 2017 16:23:55        Page 1-1
-------------------------------------------------------------------------------
                              T2/T3 Optional Lot
-------------------------------------------------------------------------------
                                 Scenario Report
Scenario:             Future 2019 w/ Proj w/ Mitigation-AM Peak

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

```
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```

```
Future 2019 w/ Proj w/ Mitigation-AM Peak        Thu May 25, 2017 16:23:56        Page 8-1
-------------------------------------------------------------------------------
                              T2/T3 Optional Lot
-------------------------------------------------------------------------------
                      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):        1.004
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180                 Level Of Service:                  F
*******************************************************************************
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 4649     0     0 1701    36     0    0     0   410   70   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:    0 4649     0     0 1701    36     0    0     0   410   70   347
Added Vol:      0  261     0     0    0     0     0    0     0    23   12   123
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0 4910     0     0 1701    36     0    0     0   433   82   470
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 4910     0     0 1701    36     0    0     0   433   82   470
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0 4910     0     0 1701    36     0    0     0   433   82   470
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 4910     0     0 1701    36     0    0     0   476   82   517
------------|---------------||---------------||---------------||---------------|
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  2559  441  3000
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.82  0.00  0.00 0.28  0.02  0.00 0.00  0.00  0.19 0.19  0.17
Crit Vol:         1228           0                        0         279
Crit Moves:       ****         ****                               ****
*******************************************************************************

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```