Draft Environmental Impact Report (Draft EIR)

[State Clearinghouse No. 2008041058]

for

Los Angeles International Airport (LAX)
Crossfield Taxiway Project

Volume 2

Appendices A through C

City of Los Angeles
Los Angeles City File No. AD 034-08

September 2008

CETP

Appendix A
LAX Crossfield Taxiway Project Draft EIR

Notice of Preparation and Public Comment Letters

September 2008

Prepared for:

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

Prepared by:

CDM
111 Academy, Suite 150
Irvine, CA 92617

Notice of Preparation (April 10, 2008) and Public Comment Letters
Revised Notice of Preparation (August 7, 2008) and Public Comment Letters

Notice of Preparation (April 10, 2008) and Public Comment Letters

California Environmental Quality Act

NOTICE OF PREPARATION

To: Responsible or Trustee Agency
Interested Parties

From: City of Los Angeles
Los Angeles World Airports
7301 World Way West, 3rd floor
Los Angeles, CA 90045

Subject: **Notice of Preparation of a Draft Environmental Impact Report**

Project Title: Los Angeles International Airport Crossfield Taxiway Project (City Clerk No. AD-011-08)

Project Location: Los Angeles International Airport in the City of Los Angeles, County of Los Angeles

The City of Los Angeles - Los Angeles World Airports (LAWA) as Lead Agency will prepare a focused Environmental Impact Report (EIR) pursuant to the California Environmental Quality Act (CEQA) for the proposed Crossfield Taxiway Project ("Project") at Los Angeles International Airport (LAX). This LAX Crossfield Taxiway Project EIR will be tiered from the LAX Master Plan EIR (State Clearinghouse Number 1997061047) and will provide project-specific construction information on one of the Master Plan projects previously evaluated at a programmatic level.

LAWA is requesting input from interested government and quasi-government agencies, organizations, and private citizens regarding the scope and content of environmental information to be included in the LAX Crossfield Taxiway Project Draft EIR. In the future, public agencies receiving this notice may need to use the LAX Crossfield Taxiway Project EIR prepared by LAWA when considering their permits or other approvals for the proposed Project.

Any public agencies that respond to this Notice are requested, at a minimum, to:

1. Describe significant environmental issues, reasonable alternatives and mitigation measures which they would like to have addressed in the LAX Crossfield Taxiway Project EIR.
2. State whether they are a responsible or trustee agency for the Project, explain why and note the specific Project elements that are subject to their regulatory authority.
3. Provide the name, address and phone number of the person who will serve as their point of contact throughout the environmental review process for this Project.

Due to the time limits mandated by State law, your response should be sent at the earliest possible date but *not later than May 12, 2008.*

Please send your response to Dennis Quilliam, City Planner, at the address shown above.

Signature: 

Dennis Quilliam

Title: City Planner

Date: April 3, 2008

Telephone: (310) 646-7614

1. PROJECT LOCATION

The Project is located at Los Angeles International Airport (LAX), situated within the City of Los Angeles and Los Angeles County. As depicted on Figure 1, LAX is bordered by the community of Westchester (part of the City of Los Angeles), the City of El Segundo, the City of Inglewood, the unincorporated community of Lennox, and the Pacific Ocean. The airport is located approximately 12 miles southwest of downtown Los Angeles. Figure 2 provides an aerial view of the existing airport. The proposed improvements that comprise the Project would occur within the central portion of the airfield at LAX, generally west of the Tom Bradley International Terminal and between the north runway complex and the south runway complex, as further described below.

2. PROJECT DESCRIPTION

The proposed LAX Crossfield Taxiway Project is intended and designed to provide improvements to a portion of the existing taxiway system that supports aircraft access between the north runway complex (i.e., Runways 06L/24R and 06R/24L) and the south runway complex (i.e., Runways 07L/25R and 07R/25L). In particular, the proposed Project would provide a new crossfield taxiway, identified as Taxiway C13, and an associated connection to, and extension of, the existing Taxiway D. In addition, a new parallel service road would be built. Construction of these proposed improvements would require removal and potential relocation of certain ancillary and support facilities. To facilitate construction and operation of Taxiway C13, World Way West would need to be realigned and suppressed below grade at the intersection with Taxiway C13 and the proposed adjacent service road, requiring construction of two bridge facilities (i.e., one bridge structure for the new taxiway and one bridge structure for the new adjacent service road). In addition, a utility corridor (Utilidor) would be constructed adjacent to the World Way West alignment. Finally, existing "remain overnight" (RON) aircraft parking currently located within the proposed alignment of Taxiway C13 would be resituated to a new location adjacent to Taxiway C13. Figure 3 presents the basic components of the proposed Project.

Midfield access between the north runway complex and the south runway complex is currently provided via Taxiways Q and S, which provide one-way north and south aircraft access, respectively. The intersections at the end of Taxiways Q and S, near the TBIT concourses, currently lack sufficient spacing to allow for efficient movement of aircraft in this area. This congestion requires that some aircraft hold their positions while other aircraft are turning onto, or off of, Taxiway Q, particularly if there is an airplane at the gate nearest this intersection. This results in increased delay and aircraft taxi/idle time. In addition, Group VI aircraft, known as New Large Aircraft (NLA) and including the Airbus A380 and Boeing 747-8, cannot operate on Taxiway Q due to its close proximity to Tom Bradley International Terminal (TBIT).

The proposed Project would provide a new crossfield taxiway and other associated improvements to help relieve existing aircraft traffic congestion and reduce delays that periodically occur on the existing crossfield taxiway system and on adjacent taxiways. The extension of Taxiway D would provide access to the new crossfield taxiway to and from the north terminal complex. Without the extension of Taxiway D, the only access

to the new crossfield taxiway would be via Taxiway E. Taxiway E is the primary taxiway for arriving aircraft from the north runway complex and primarily operates in an easterly direction. An extension of Taxiway D is required to avoid congestion or traffic conflicts on Taxiway E and to provide efficient access to the crossfield taxiway from the north airfield.

The proposed taxiway improvements are proposed for immediate implementation, consistent with the design and provisions of the approved LAX Master Plan. The proposed improvements would be designed to accommodate the NLA, which are anticipated to begin commercial service at LAX within the next few years whether or not the proposed taxiway is constructed. As a result of the proposed Project, taxi/idle time and distance traveled for aircraft using the new system would be reduced along with air pollutant emissions and fuel use. While it would reduce delays associated with taxiing aircraft, the proposed Project would not increase the capacity of the airfield, as that capacity is currently constrained by other factors, such as the number and availability of gates.

Construction-related vehicle access and parking for the LAX Crossfield Taxiway Project would be similar to those of the LAX South Airfield Improvements Project (SAIP), which is currently underway but would be completed before start of the LAX Crossfield Taxiway Project. During the construction period for the proposed Project, ground traffic (cars, trucks, and construction equipment) would enter and exit the Project site from the existing construction staging area currently used for the SAIP, located to the west of the Project site, at Pershing Drive and World Way West. The SAIP contractor parking area located at a site north of LAX Parking Lot B on La Cienega Boulevard, to the east of the Project site, would be used for Project workers, with a shuttle to transport workers between the parking area and the job site. Similar to the SAIP, delivery and haul routes for the LAX Crossfield Taxiway Project would occur on the perimeter of the Airport, along Imperial Highway, Pershing Drive, Westchester Parkway, and Aviation Boulevard.

3. PROBABLE ENVIRONMENTAL EFFECTS OF THE PROJECT

LAWA conducted a preliminary analysis of the proposed Project to determine whether the Project may result in any significant impacts on the environment that were not fully addressed in the LAX Master Plan EIR, warranting the preparation of a further, focused Environmental Impact Report. Based on the nature and characteristics of the proposed Project, potentially significant environmental effects are anticipated to result from proposed construction activities. The existing operational characteristics of the airfield at LAX would not be substantially changed by the proposed improvements. Environmental topics of particular concern, which will be the primary focus of the EIR analysis, include the following:

Traffic - Construction of the Project would generate traffic associated with workers traveling to and from the construction employee parking area, and the associated shuttle trips between the parking area and the construction site, truck haul/delivery trips, and miscellaneous construction-related travel. These vehicle trips could result in traffic impacts on the local roadway system during the construction period. The EIR will address such impacts and recommend mitigation measures for any

significant traffic impacts. The EIR will also evaluate potential impacts, if any, resulting from the relocation of ancillary facilities.

Air Quality - Construction of the Project would result in temporary emissions of various air pollutants from construction equipment, workers commute, truck haul/delivery trips, surface paving, taxiway striping, and demolition/material crushing and grading activities (i.e., fugitive dust). Such air pollutants include criteria pollutants such as carbon monoxide (CO), oxides of nitrogen and sulfur (NO_X and SO_X), volatile organic compounds/reactive organic gases (VOC/ROG), and particulate matter (PM). Additionally, construction activities would emit greenhouse gases, particularly carbon dioxide (CO_2), both directly, such as from construction equipment and activities, and indirectly, such as from electricity consumption. Greenhouse gas emissions would also be affected by changes in taxiway access characteristics. The EIR will address the air quality impacts associated with the proposed Project and will delineate mitigation measures to reduce any significant impacts. In conjunction with the air quality impacts analysis, the EIR will address the potential carcinogenic, long-term, and acute human health risks associated with toxic air contaminants (TACs) from construction activities, such as diesel particulate matter.

Noise - Construction of the Project would result in noise generated by on-site equipment, including noise from mobile equipment such as tractors, excavators, dump trucks, etc. and stationary equipment such as a rock-crushing plant. Additionally, truck haul/delivery truck trips may result in off-site noise impacts. The EIR will address potential noise impacts to noise-sensitive uses, such as residential areas, schools, hospitals, etc., and provide mitigation measures for any significant noise impacts.

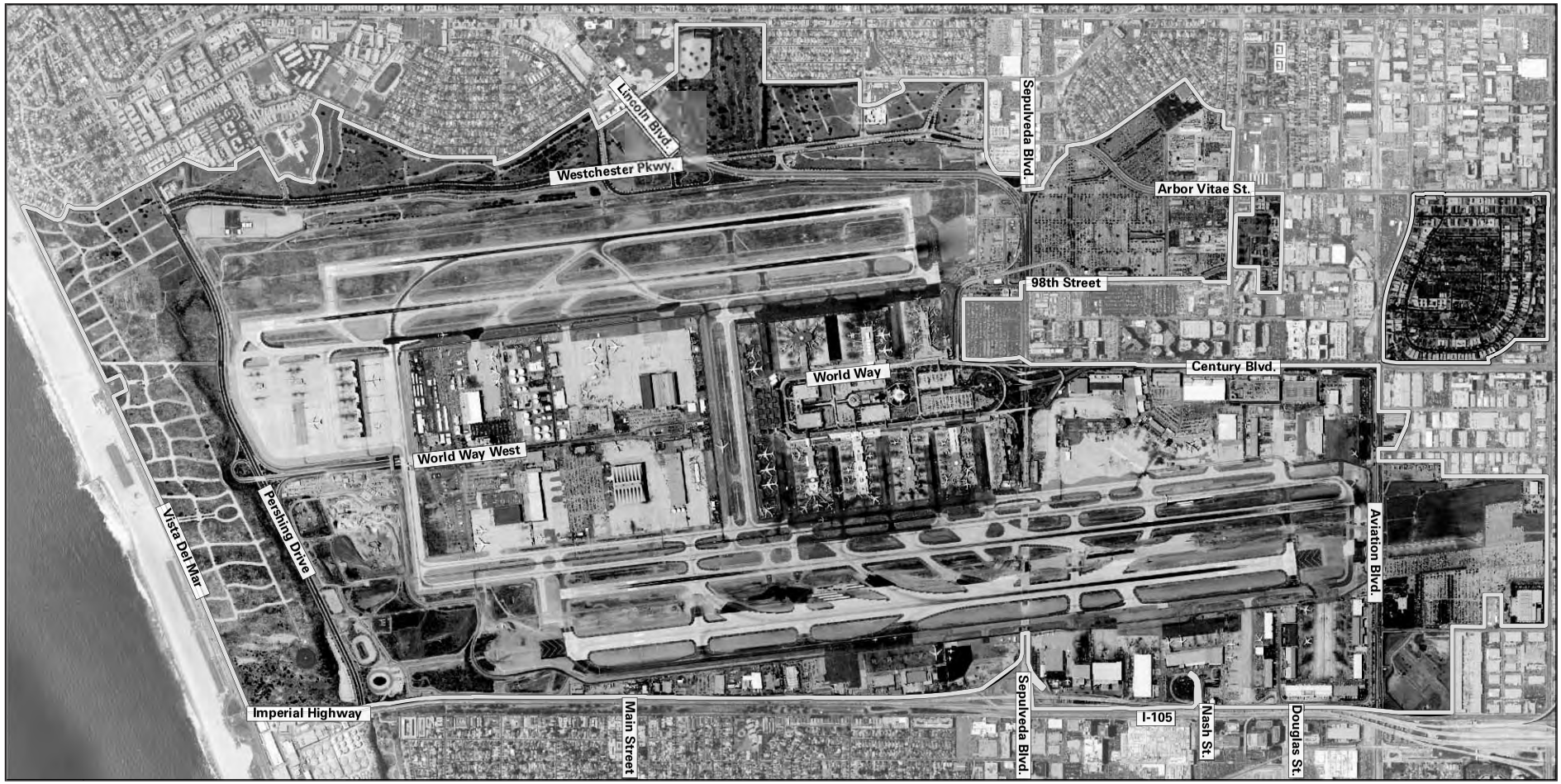
Surface Water Quality - Construction of the Project would result in the potential for short-term impacts to surface water (i.e., storm runoff) quality, due to grading and other temporary surface disturbance. Based on the existing developed nature of the Project area and no notable change in the basic use of the subject area, no long-term surface water quality impacts are expected to occur. The EIR will address construction-related surface water quality impacts and delineate the water quality control measures (i.e., Best Management Practices - "BMPs") that are proposed to address those impacts.

In addition to the topics described above, the Draft EIR for the Project will include a summary of other relevant environmental topics that were previously addressed in the LAX Master Plan EIR. The Draft EIR will also delineate all applicable Master Plan Commitments, Mitigation Measures, and other requirements set forth in the LAX Mitigation Monitoring and Reporting Program (MMRP).

Comments regarding the scope and content of the LAX Crossfield Taxiway Project Draft EIR will be accepted for 30 days from receipt of this notice. The subject Draft EIR is anticipated to be completed by summer 2008, at which time a Notice of Completion will be filed with the Los Angeles County Clerk and the Governor's Office of Planning and Research - State Clearinghouse to initiate a 45-day public review period.

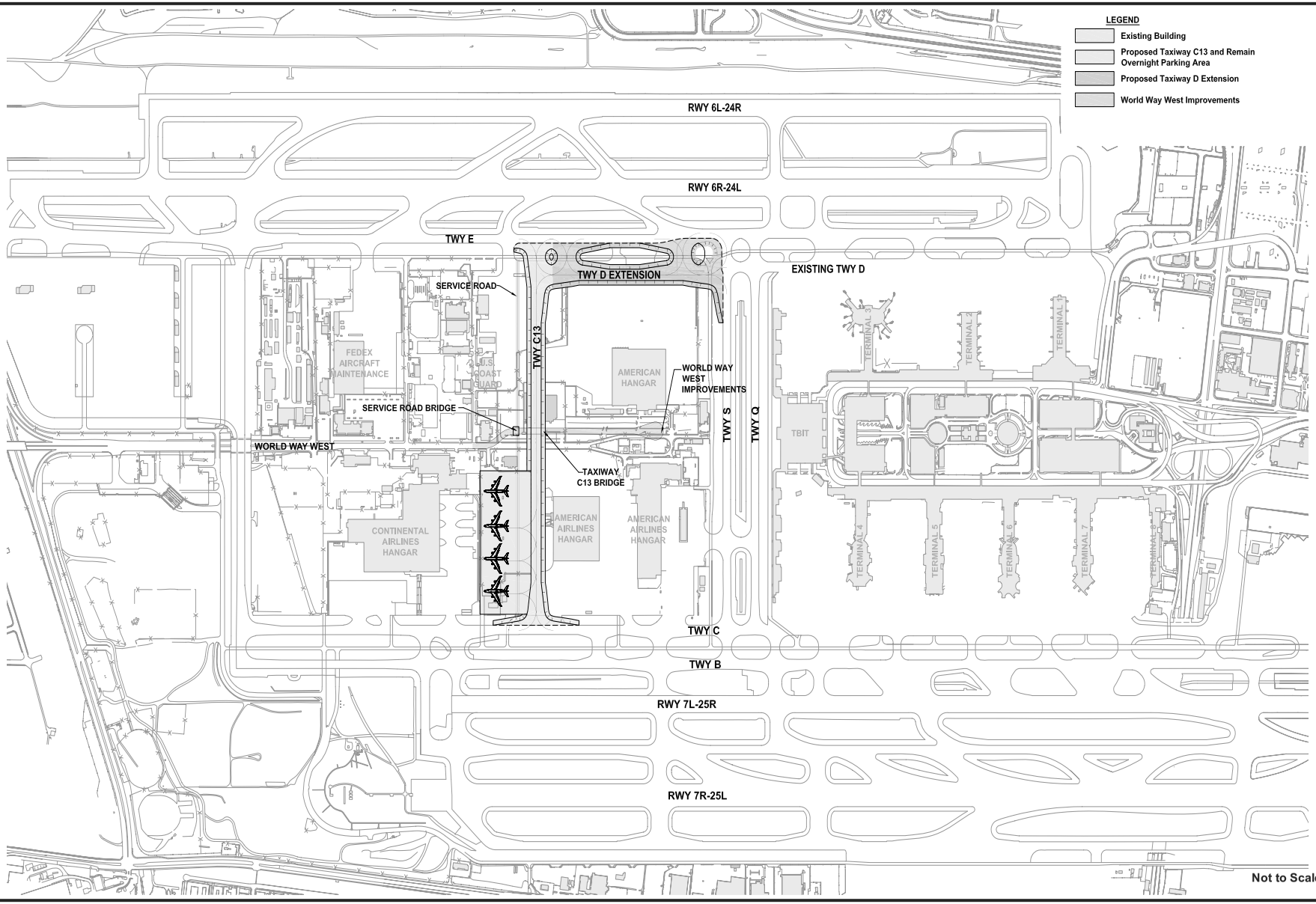
The City will prepare responses to comments received during the public review period regarding the adequacy of the LAX Crossfield Taxiway Draft EIR. The comments and responses, together with the LAX Crossfield Taxiway Draft EIR and its appendices, will comprise the Final LAX Crossfield Taxiway Project EIR. In arriving at a decision on whether to proceed with the proposed Project, the Los Angeles City Council will consider, among other things, the information in the Final EIR and will determine the adequacy of the environmental documentation under the California Environmental Quality Act.

LAX Crossfield Taxiway Project EIR	Project Location Map	Figure 1



north

LAX Crossfield Taxiway Project EIR	Existing Airport	Figure 2



LAX Crossfield Taxiway Project EIR	Proposed Crossfield Taxiway Project Improvements	Figure 3

STATE OF CALIFORNIA

GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH

STATE CLEARINGHOUSE AND PLANNING UNIT

ARNOLD SCHWARZENEGGER
GOVERNOR

CYNTHIA BRYANT
DIRECTOR

Notice of Preparation

April 11, 2008

To: Reviewing Agencies

Re: Los Angeles International Airport (LAX) Crossfield Taxiway Project
SCH# 2008041058

Attached for your review and comment is the Notice of Preparation (NOP) for the Los Angeles International Airport (LAX) Crossfield Taxiway Project draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Dennis Quilliam
Los Angeles World Airports
7301 World Way West, 3rd Floor
Los Angeles, CA 90045

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Scott Morgan
Project Analyst, State Clearinghouse

Attachments
cc: Lead Agency

1400 10th Street P.O. Box 3044 Sacramento, California 95812-3044
(916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

Document Details Report
State Clearinghouse Data Base

SCH# 2008041058
Project Title Los Angeles International Airport (LAX) Crossfield Taxiway Project
Lead Agency Los Angeles World Airports

Type NOP Notice of Preparation
Description Tiered from SCH#1997061047

The proposed LAX Crossfield Taxiway Project is intended and designed to provide improvements to a portion of the existing taxiway system that supports aircraft access between the north runway complex and the south runway complex. In particular, the proposed project would provide a new crossfield taxiway, identified as Taxiway C13, and an associated connection to, and extension of, the existing Taxiway D. In addition, a new parallel service road would be built. Construction of these proposed improvements would require removal and potential relocation of certain ancillary and support facilities.

Lead Agency Contact

Name Dennis Quilliam
Agency Los Angeles World Airports
Phone 310-646-7614 **Fax**
email
Address 7301 World Way West, 3rd Floor
City Los Angeles **State** CA **Zip** 90045

Project Location

County Los Angeles
City Los Angeles, City of
Region
Cross Streets World Way West/Coastguard Road
Parcel No.
Township **Range** **Section** **Base**

Proximity to:

Highways I-105 & I-405
Airports LAX
Railways
Waterways Pacific Ocean
Schools St. Bernards High
Land Use Airport related airfield, LAX-A Zone

Project Issues Air Quality; Noise; Traffic/Circulation; Water Quality

Reviewing Agencies Resources Agency; California Coastal Commission; Department of Parks and Recreation; Department of Water Resources; Department of Fish and Game, Region 5; Native American Heritage Commission; Santa Monica Bay Restoration; Caltrans, Division of Aeronautics; California Highway Patrol; Caltrans, District 7; Air Resources Board, Airport Projects; Regional Water Quality Control Board, Region 4

Date Received 04/10/2008 **Start of Review** 04/11/2008 **End of Review** 05/12/2008

Note: Blanks in data fields result from insufficient information provided by lead agency.

SCH# 2008041058

County: Los Angeles

Resources Agency
- Resources Agency — Nadell Gayou
- Dept. of Boating & Waterways — David Johnson
- California Coastal Commission — Elizabeth A. Fuchs
- Colorado River Board — Gerald R. Zimmerman
- Dept. of Conservation — Sharon Howell
- California Energy Commission — Dale Edwards
- Cal Fire — Allen Robertson
- Office of Historic Preservation — Wayne Donaldson
- Dept. of Parks & Recreation — Environmental Stewardship Section
- Central Valley Flood Protection Board — Mark Herald
- S.F. Bay Conservation & Dev't. Comm. — Steve McAdam
- Dept. of Water Resources — Resources Agency, Nadell Gayou

Conservancy

Fish and Game
- Depart. of Fish & Game — Scott Flint, Environmental Services Division
- Fish & Game Region 1 — Donald Koch
- Fish & Game Region 1E — Laurie Harnsberger
- Fish & Game Region 2 — Jeff Drongesen
- Fish & Game Region 3 — Robert Floerke
- Fish & Game Region 4 — Julie Vance
- Fish & Game Region 5 — Don Chadwick, Habitat Conservation Program, Elizabeth A. Fuchs
- Fish & Game Region 6 — Habitat Conservation Program, Gerald R. Zimmerman
- Fish & Game Region 6 I/M — Gabrina Gatchel, Inyo/Mono, Habitat Conservation Program
- Dept. of Fish & Game M — George Isaac, Marine Region

Other Departments
- Food & Agriculture — Steve Shaffer, Dept. of Food and Agriculture
- Depart. of General Services — Public School Construction
- Dept. of General Services — Robert Sleppy, Environmental Services Section
- Dept. of Health Services — Veronica Malloy, Dept. of Health/Drinking Water

Independent Commissions,Boards
- Delta Protection Commission — Debby Eddy
- Office of Emergency Services — Dennis Castrillo
- Governor's Office of Planning & Research — State Clearinghouse
- Native American Heritage — Debbie Treadway
- Public Utilities Commission — Ken Lewis
- Santa Monica Bay Restoration — Guangyu Wang
- State Lands Commission — Marina Brand
- Tahoe Regional Planning Agency (TRPA) — Jacob Armstrong
- Caltrans, District 12 — Ryan P. Chamberlain

Business, Trans & Housing
- Caltrans - Division of Aeronautics — Sandy Hesnard
- Caltrans - Planning — Terri Pencovic
- California Highway Patrol — Shirley Kelly, Office of Special Projects
- Housing & Community Development — Lisa Nichols, Housing Policy Division

Dept. of Transportation
- Caltrans, District 1 — Rex Jackman
- Caltrans, District 2 — Marcelino Gonzalez
- Caltrans, District 3 — Jeff Pulverman
- Caltrans, District 4 — Tim Sable
- Caltrans, District 5 — David Murray
- Caltrans, District 6 — Moses Stites
- Caltrans, District 7 — Vin Kumar
- Caltrans, District 8 — Dan Kopulsky
- Caltrans, District 9 — Gayle Rosander
- Caltrans, District 10 — Tom Dumas
- Caltrans, District 11 — Jacob Armstrong
- Caltrans, District 12 — Ryan P. Chamberlain

Cal EPA
- Air Resources Board — Airport Projects, Jim Lerner
- RWQCB 1 — Cathleen Hudson, North Coast Region (1)
- RWQCB 2 — Environmental Document Coordinator, San Francisco Bay Region (2)
- RWQCB 3 — Central Coast Region (3)
- RWQCB 4 — Teresa Rodgers, Los Angeles Region (4)
- RWQCB 5S — Central Valley Region (5)
- RWQCB 5F — Central Valley Region (6), Fresno Branch Office
- RWQCB 5R — Central Valley Region (5), Redding Branch Office
- RWQCB 6 — Lahontan Region (6)
- RWQCB 6V — Lahontan Region (6), Victorville Branch Office
- RWQCB 7 — Colorado River Basin Region (7)
- RWQCB 8 — Santa Ana Region (8)
- RWQCB 9 — San Diego Region (9)
- Transportation Projects — Ravi Ramalingam
- Industrial Projects — Mike Tollstrup
- California Integrated Waste Management Board — Sue O'Leary
- State Water Resources Control Board — Regional Programs Unit, Division of Financial Assistance
- State Water Resources Control Board — Student Intern, 401 Water Quality Certification Unit
- State Water Resources Control Board — Division of Water Quality
- State Water Resources Control Board — Steven Herrera, Division of Water Rights
- Dept. of Toxic Substances Control — CEQA Tracking Center
- Department of Pesticide Regulation
- Other
- Regional Water Quality Control Board (RWQCB)

Last Updated on 03/03/2008

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY — ARNOLD SCHWARZENEGGER, Governor

DEPARTMENT OF TRANSPORTATION
DIVISION OF AERONAUTICS – M.S.#40
1120 N STREET
P. O. BOX 942873
SACRAMENTO, CA 94273-0001
PHONE (916) 654-4959
FAX (916) 653-9531
TTY 711

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Flex your power!
Be energy efficient!

April 21, 2008

Mr. Dennis Quilliam
Los Angeles World Airports
7301 World Way West, 3rd Floor
Los Angeles, CA 90045

Dear Mr. Quilliam:

Notice of Preparation of a Draft Environmental Impact Report for the Los Angeles International Airport Crossfield Taxiway Project; SCH# 2008041058

The California Department of Transportation (Caltrans), Division of Aeronautics (Division), reviewed the above-referenced document with respect to airport-related noise and safety impacts and regional aviation land use planning issues pursuant to the California Environmental Quality Act (CEQA). The Division has technical expertise in the areas of airport operations safety and airport land use compatibility. We are a funding agency for airport projects and we have permit authority for public-use and special-use airports and heliports.

The project is located at Los Angeles International Airport (LAX) and would provide improvements to a portion of the existing taxiway system that supports aircraft access between the north runway complex (Runways 06L-24R and 06R-24L) and the south runway complex (Runways 07L-25R and 07R-25L). In particular, the proposal would provide a new crossfield taxiway, identified as Taxiway C13 and an extension of the existing Taxiway D. A new parallel service road will also be built. Construction of the taxiway and service road will require removal and potential relocation of "certain ancillary and support facilities." According to the Notice of Preparation, the proposed new crossfield taxiway and other associated improvement are intended to help relieve existing aircraft traffic congestion and reduce delays that periodically occur on the existing crossfield taxiway system and on adjacent taxiways.

Caltrans is the primary State agency responsible for permitting airports and heliports. Our mandated process is further described in the California Code of Regulations (CCR), Title 21, Section 3534(b). LAX operates with an airport permit issued by the Division. From the information provided, however, it does not appear that the proposal will affect the State airport permit. New construction projects, however, must meet or exceed the minimum design standards for a permitted airport, as specified in the CCR, Title 21, Article 3, "Design Standards, Airports Only."

The guidance in the Federal Aviation Administration's (FAA) Advisory Circular 150/5370-2E, *Operational Safety on Airports During Construction*, should be incorporated into the project design in order to identify any permanent or temporary construction-related impacts. This advisory circular is available at http://faa.gov. The FAA may require a Notice of Proposed Construction or Alteration (Form 7460-1) pursuant to Federal Aviation Regulation Part 77. Form 7460-1 is available at http://forms.faa.gov/forms/faa7460-1.pdf.

These comments reflect the areas of concern to the Division with respect to airport-related noise and safety impacts and regional airport land use planning issues. We advise you to contact our Caltrans District 7 office concerning surface transportation issues.

Thank you for the opportunity to review and comment on this proposal. We look forward to reviewing the Draft Environmental Impact Report. If you have any questions, please call me at (916) 654-5314.

Sincerely,

Sandy Hesnard
SANDY HESNARD
Aviation Environmental Specialist

c: State Clearinghouse

"Caltrans improves mobility across California"

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY ARNOLD SCHWARZENEGGER, Governor

DEPARTMENT OF TRANSPORTATION
DISTRICT 7, OFFICE OF PUBLIC
TRANSPORTATION AND REGIONAL PLANNING
IGR/CEQA BRANCH
100 SOUTH MAIN STREET
LOS ANGELES, CA 90012
PHONE (213) 897-6696
FAX (213) 897-1337

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Flex your power!
Be energy efficient!

April 22, 2008

IGR/CEQA NOP CS/080437
Los Angeles International Airport (LAX)
Crossfieled Taxiway Project
Vic. LA-1-(25.92-28.71), SCH# 2008041058

Mr. Dennis Quillian
Los Angeles World Airports
7301 World Way West, 3rd Floor
Los Angeles, CA 90045

Dear Mr. Quillian:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Notice of Preparation (NOP) for the Los Angeles International Airport (LAX) Crossfield Taxiway Project. Based on the information received, we have the following comments:

We recommend that construction related truck trips on State Highways be limited to off-peak commute periods. Transport of over-size or over-weight vehicles on State Highways will need a Caltrans Transportation Permit.

A stormwater Management Plan will be needed for the project to control pollution and manage stormwater runoff. Best Management Practices will need to be implemented to reduce the discharge of pollutants to storm drainage systems.

We recommend that the City initiate relinquishment proceedings to turn over control of State Route 1 (SR-1) Sepulveda Boulevard/Lincoln Boulevard from the State to the City.

If you have any questions, you may reach me at (213) 897-6696 and please refer to our record number 080437/CS.

Sincerely,

Elmer Alvarez
ELMER ALVAREZ
IGR/CEQA Program Manager
Office of Regional Planning

cc: Scott Morgan, State Clearinghouse

"Caltrans improves mobility across California"

Los Angeles International Airport Area Advisory Committee

Committee Members: Residents of El Segundo, Inglewood, Lennox, Hawthorne, Culver City, and Westchester

May 9, 2008

Mr. Dennis Quilliam
City Planner
City of Los Angeles
Los Angeles World Airports
7301 World Way West, 3rd Floor
Los Angeles, CA 90045

Re: LAX Crossfield Taxiway Project
City Clerk No. AD-011-08

Dear Mr. Quilliam:

The members of the LAX Area Advisory Committee (LAXAAC) are concerned about several aspects of the proposed LAX Crossfield Taxiway Project. The following requests and questions are in response to the Notice of Preparation of a Draft Environmental Impact Report for the proposed LAX Crossfield Taxiway Project.

It is unclear whether this project fits into the "Green Light" or "Yellow Light" category, and where it fits into the Settlement Agreement. Please explain which category it is in and how it relates to the settlement.

Why is this project being considered now before it is determined whether Runway 24L is to be moved? Moving Runway 24L and possibly Taxiway D would probably affect the location and/or alignment of the Crossfield Taxiway Project.

There will be many environmental impacts to the neighboring communities from this project. We expect LAWA would arrange for a partial offset of these impacts, by requiring the operating/construction directives for controlling air pollution, noise, dust, hours of operation, construction workers' parking and transportation, and disturbance for neighboring communities that were specified for the SAIP be incorporated in this project. Methods and procedures to ensure strict enforcement with these directives must be included.

The high incidence of asthma in adjacent communities and the effects the project's air pollution would have on neighbors (especially children) also must be addressed in the EIR. A thorough examination of the impact of all the toxic chemicals and of all particulate matter (including matter at and below the $PM_{1.5}$ level) associated with the project must be included, along with mitigation measures.

The environmental impacts of the aircraft using the Crossfield Taxiway (C13) must also be included. Aircraft crossing and/or idling at that point in the airfield will cause new noise and air pollution plumes.

The Air Traffic Controllers in the Tower must have line-of-sight access to the entire Crossfield Taxiway at all times.

The relationship and traffic patterns between the Crossfield Taxiway Project and the proposed Midfield Terminal and its associated gates need to be clearly defined. The site of the proposed Midfield Terminal and the traffic flow of both aircraft and passenger traffic into and around that terminal must be included. Exactly how access would be accomplished to/from the Midfield Terminal and Central Terminal Area (CTA) must be delineated. Would there be a people mover? Would the people mover also be in a tunnel?

Specific time lines that include proposed runway closures and restrictions on operation must be included for all construction associated with the Crossfield Taxiway/World Way West/service road. Mitigation measures for noise, air pollution, and air and surface traffic impacts caused by the runway disruptions must also be included.

To insulate the communities from noise and air pollution impacts, LAWA should include an operation plan (in conjunction with the FAA Tower) that would ensure the preferential runway usage (takeoffs on inboard runways and landings on outboard runways on both the North and South Airfields) during all construction phases.

The relationship of the Crossfield Taxiway to the existing fuel farm should be clearly shown.

In addition, we question what would happen to existing Taxiways S and Q and how the Crossfield Taxiway would interface with the South Airfield.

A passenger processing facility has been proposed just east of the Tom Bradley International Terminal (TBIT). How would passenger traffic access the Midfield Terminal from the proposed passenger processing facility? Would that be accomplished through TBIT by means of a people mover, and if so, would that be enclosed in a tunnel?

Our Committee members look forward to receiving the Draft EIR on this project for review.

Sincerely,

Danna Cope
Danna Cope
Chair, LAXAAC

cc: Mayor Antonio Villaraigosa
Los Angeles Board of Airport Commissioners
LAWA Executive Director Gina Marie Lindsey
LAWA Deputy Executive Director Roger Johnson

Los Angeles International Airport Area Advisory Committee

Committee: Residents of El Segundo, Inglewood, Lennox, Hawthorne, Culver City, and Westchester/Playa del Rey

Los Angeles International Airport Area Advisory Committee (LAXAAC)

Background Statement

The Los Angeles International Airport Area Advisory Committee (LAXAAC) has been in existence for more than 30 years as an advisory board to the Board of Airport Commissioners (BOAC).

Members of the committee are appointed by the appropriate legal authority in communities immediately surrounding LAX:

El Segundo,
Lennox,
Hawthorne,
Inglewood,
Culver City,
Marina del Rey,
and the Westchester and Playa del Rey areas of Los Angeles.

The members of LAXAAC have one overriding concern about LAX: **safety.** This concern includes safety for those who work or live near LAX in addition to air passengers, crews, and aircraft.

Other concerns for committee members are air and noise pollution and surface traffic in and around their communities.

The members of LAXAAC will continue to participate in LAX issue discussions and proposals and look forward to on-going interaction with the members of the BOAC and LAWA staff.

04/07

ARSAC Alliance for a Regional Solution to Airport Congestion
322 Culver Blvd., #231 Playa del Rey, CA 90293
310 641-4199 info@regionalsolution.org

May 11, 2008

Dennis Quilliam, City Planner
City of Los Angeles
7301 World Way West, 3rd floor
Los Angeles, CA 90045

Re: NOP LAX Crossfield Taxiway Project (City Clerk No. AD-011-08)

Dear Sir:

ARSAC (A Regional Solution to Airport Congestion) comments/suggestions for impact assessment and mitigation below are divided into two categories; those that may occur during project construction and questions/suggestions related to the completed project:

Mitigation/monitoring during project construction
We expect inclusion of requirements for monitoring and mitigation of the environmental impacts of this project using comparable operating/construction directives for controlling air pollution, noise, dust, hours of operation, construction workers parking and transportation, and disturbance avoidance for neighboring communities that were specified for the South Airfield Improvement Project. Will a single point of contact for violations be established with enforcement and reporting requirements that are incorporated into the EIR for this project?

Since construction timelines are not established at this time, will all construction plans associated with the Crossfield Taxiway/World Way West/service road include specific times that runway closures and restrictions of operations will be required?

Mitigation measures for noise, air pollution, and air and surface traffic impacts caused by the runway use disruptions must also be identified and included in the analysis.

To protect the communities from noise and air pollution impacts, LAWA should include an operation plan that ensures preferential runway usage (takeoffs on inboard runways; landings on outboard runways on both the North and South Airfields) during all construction phases.

Mitigation/monitoring and impact assessment of the finished project
The effects the project's air pollution would have on neighbors (especially children) and the high incidence of asthma in adjacent communities must be addressed in the EIR along with the examination of the impact of toxic chemicals and of all particulate matter including matter at and below the PM1.5 level as studied last year under contract of CARB.

The Crossfield Taxiway Project needs to be more clearly defined as to the relationship to the proposed Midfield Terminal and its associated gates. The site of the proposed Midfield Terminal and the proposed traffic flow (both aircraft and passenger movement) around it must be included. Exactly how access would be accomplished to/from the Midfield Terminal and CTA must be defined. As the reason given for this taxiway addition is to improve operations between the two runway complexes and would aid with, but is not required for NLA movement, is this not a yellow light project in the context of the Settlement Agreement and LAX Specific Plan requirements? Would there be a people mover? Would it also be in a tunnel? How would there be access to the Midfield Terminal from the proposed passenger processing facility to be just east of the Tom Bradley International Terminal? A people mover? Again, in a tunnel?

The NOP indicates that there will be operational efficiency improvements resulting from this project but that it is not expected to exceed other factors that would provide an absolute capacity increase. We still ask that the relative capacity increase from existing runway/taxiway capacity be identified assuming that all other impediments to capacity increase are removed and that taxiway movement becomes the limiting factor. Also what is the interface between E-W taxiways on both ends and how will this improve operability near the terminals?

The NOP indicates that the new taxiway location will necessitate that World Way West will be buried. Will this portion of World Way West be removed from public access? Will the current taxiways, Q and S behind TBIT be closed to through traffic? Since exiting N-S taxiways to the east and west of the proposed new taxiways are identified as "ATC-Nonvisible" what special actions will be taken to improve collision avoidance in this area since there will be a substantial number of new "remote RON" gates built along the new taxiways C12 /C13 as well as Q and S? In the same vein which specific gates will be removed from service in accordance with the Settlement Agreement?

The graphic indicates movement of maintenance hangers. To what locaction will these functions be moved? What will be the noise and pollution impacts? Will this necessitate movement of the fire station and any navaid equipment? As this is associated with improving the cross flow from north to south complex this could be considered a yellow light project. Is the location of C12/C13 the same as shown in the approved Alternative D or is slightly to the west?

We note that this NOP does not mention the backsiding of TBIT with gates. Is this, and the associated tunnels in front of TBIT, a part of this proposed project? What will be the surface traffic impacts for this? We assume that, as we have been verbally told, that this and associated projects will be designed to leave accommodation of 340' south runway movement options.

ARSAC looks forward to receiving the Draft EIR on this project for review.

Sincerely,

Denny Schneider
President, ARSAC

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URBAN PLANNERS

May 12, 2008

Via email to dquilliam@lawa.org and U.S. Mail

Dennis Quilliam
City Planner
Los Angeles World Airports
7301 World Way West, 3rd floor
Los Angeles, CA 90045

Re: Notice of Preparation for a Draft Environmental Impact Report for LAX Crossfield Taxiway Project (City Clerk No. AD-011-08)

Dear Mr. Quilliam:

We submit this letter on behalf of our client, the City of El Segundo, to comment on the Los Angeles World Airports ("LAWA") Notice of Preparation ("NOP") for a Draft Environmental Impact Report ("DEIR") for its Crossfield Taxiway Project ("Project") proposed for Los Angeles International Airport ("LAX").

El Segundo has been an active participant in the LAX Master Plan process since its inception. In February of 2006, El Segundo, together with other petitioners, entered into a Stipulated Settlement Agreement with LAWA. El Segundo continues to monitor LAWA's efforts to implement the LAX Master Plan in order to ensure those efforts comply with the terms of the Master Plan and Stipulated Settlement. In keeping with that approach, and in the spirit of cooperation, we submit this comment letter on behalf of the City of El Segundo.

The purpose of an NOP is to "solicit guidance from agencies as to the scope and content of the environmental information to be included in the EIR." California Environmental Quality Act ("CEQA") Guidelines § 15375; *see also* CEQA Guidelines § 15082. In order to effectively solicit such guidance, the NOP must provide adequate and reliable information regarding the nature of the project and its probable environmental impacts. As the following discussion

illustrates, the City of El Segundo respectfully requests certain additional information and analysis in order to ensure that the requirements of CEQA are met.

Relationship to Master Plan: The NOP states that the Project is one of the Master Plan projects previously evaluated at a programmatic level in the LAX Master Plan Environmental Impact Statement/Environmental Impact Report ("EIS/EIR"). However, we found no mention of the proposed Crossfield Taxiway Project of the Final Master Plan's discussion of "Airside Facilities – Alternative D" (April 2004 LAX Mater Plan, section 2.1, including figure 2.1-1). We would have expected it to be included in this section of the Master Plan, together with the Master Plan's other taxiway projects (e.g., proposed new north and south airfield centerline taxiways, taxiway E modifications). The fact that the proposed Crossfield Taxiway Project was not specifically called out in this section of the Master Plan raises questions regarding whether the proposal was actually evaluated as part of the Master Plan. Please provide guidance regarding how the Master Plan EIS/EIR evaluated the proposed Crossfield Taxiway Project.

Of particular importance to El Segundo is the issue of whether the Crossfield Taxiway Project was evaluated in the assessment of the Master Plan's impacts on noise, airfield efficiency, safety and capacity. Please provide all available information regarding whether and to what extent such an analysis occurred at the Master Plan stage. For example, the proposed Crossfield Taxiway Project will result in aircraft taxiing at new locations within LAX. Please indicate whether the noise generated by such activities was evaluated in the EIS/EIR for the Master Plan and reference the specific relevant pages from that document so we can review and understand that analysis.

Relationship to Midfield Satellite Terminal. We note that although the Crossfield Taxiway Project is not expressly called out in the Master Plan's discussion of "Airside Facilities – Alternative D," it may have been contemplated in the Master Plan as an element of the "New Western Satellite Terminal" (now called the "Midfield Satellite Terminal"). Specifically, we note that drawings of Master Plan Alternative D (e.g., Supplement to the Draft EIS/EIR, Figure ES-5) include what appears to be a crossfield taxiway located immediately to the west of the proposed new terminal. This is not surprising, given that from an operational perspective, the Midfield Satellite Terminal will presumably require a new taxiway on its west side to provide airfield access. The location of that taxiway will necessarily depend on the design and location of the new Midfield Satellite Terminal. As such, it would appear that from a planning and CEQA perspective, the Crossfield Taxiway Project should be evaluated together with and as part of the Midfield Satellite Terminal Project. To do otherwise would appear to segment the overall project.

Relationship to TBIT Backsiding. The NOP notes that the Crossfield Taxiway Project will address airfield congestion issues associated with the existing crossfield taxiways (taxiways Q and S), including problems created by the proximity of taxiway Q to Tom Bradley International

Terminal ("TBIT"). It should be noted that LAWA is currently proposing to proceed with construction of gates on the west side of TBIT ("TBIT Backsiding Project"), which would result in further conflicts between TBIT and taxiway Q. As such, the need for the proposed Crossfield Taxiway Project appears to be directly related to the TBIT Backsiding Project in much the same way as it is related to the Midfield Satellite Terminal Project. As such, it would appear that from a planning and CEQA perspective, the Crossfield Taxiway Project should be evaluated together with and as part of both the TBIT Backsiding Project and the Midfield Satellite Terminal Project. To do otherwise would appear to segment the overall project.

Relationship to Airfield Balance. The City of El Segundo is interested in ensuring that aircraft operations at LAX are balanced between the north and south airfields. The need for balance is particularly important for large aircraft ("heavies"), which have historically used the south airfield (close to El Segundo) more than the north airfield. We strongly encourage LAWA to take the need for north-south airfield balance into consideration when it designs and analyzes the proposed Crossfield Taxiway Project.

Relocated "Remain Overnight" Aircraft Parking. According to the NOP, the Crossfield Taxiway Project involves relocation of a number of "Remain Overnight" ("RON") aircraft parking spots. El Segundo would appreciate receiving the following information relating to these RON spots: (1) number of existing spots, (2) largest aircraft that can be accommodated in each existing spot, (3) procedures for assigning existing RON spots, (4) number of proposed spots, (5) largest aircraft that will be accommodated in each new spot, and (6) how use of the new RON spots will be assigned.

The Stipulated Settlement entered into by LAWA and the City of El Segundo includes provisions requiring LAWA to reduce and limit the number of gates at LAX. Because LAWA appears to be proposing to relocate RON spots very close to the area proposed by LAWA for the Midfield Satellite Terminal, El Segundo seeks confirmation that the RON spots will not be used as remote or contact gates (i.e., will not be designed or used for passenger loading and/or unloading).

Existing Uses and Facilities Displaced by Project. The NOP does not appear to provide a complete list of all existing uses and facilities that would be displaced by the proposed Crossfield Taxiway Project. Instead, the NOP simply states that construction "would require removal and potential relocation of certain ancillary and support facilities." Please provide a complete list of all existing uses and facilities that would be displaced by the proposed Crossfield Taxiway Project. Additionally, to the extent those uses will be relocated as a result of the Project, LAWA must disclose their proposed new location(s) and evaluate any associated environmental impacts.

Cumulative Construction Impacts. The NOP does not indicate whether and to what extent the construction of the Crossfield Taxiway Project would take place simultaneously with construction of the TBIT Backsiding Project and/or the Midfield Satellite Terminal Project. The potential cumulative impacts (e.g., noise, air pollution, traffic) of constructing those related and geographically proximate projects at or near the same time should be evaluated and disclosed.

Construction Noise Mitigation. Construction noise associated with the Crossfield Taxiway Project has the potential to impact El Segundo residents. To address that potential impact, LAWA should adopt the mitigation measures that have been successfully employed during construction of the South Airfield Improvement Project ("SAIP").

Public Comment Period. The NOP indicates that LAWA will provide a 45-day public review period when the Crossfield Taxiway Project Draft EIR is released. If that document is as lengthy as some of the other environmental documents produced by LAWA, a longer comment period would be appropriate.

Thank you for providing this opportunity to comment on the NOP for the Crossfield Taxiway Project DEIR. Please feel free to contact me, should you have questions about any of the foregoing comments.

Very truly yours,

SHUTE, MIHALY & WEINBERGER LLP

OSA L. WOLFF

cc: City of El Segundo City Council

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May 12, 2008

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Re: Notice of Preparation of a Draft Environmental Impact Report - Los Angeles International Airport Crossfield Taxiway Project (City Clerk No. AD-011-08)

Dear Mr. Quillam:

The following are the comments of the Cities of Inglewood and Culver City ("Cities") concerning the referenced Notice of Preparation ("NOP") for the Crossfield Taxiway Project.

As a threshold issue, please be advised that Cities respond to Question No. 2, posed in the NOP as follows: neither of the Cities falls within the category of responsible agency or trustee agency, as those terms are defined in CEQA Guidelines § 15096, 15381, and 15386. Please be further advised that the following comments concerning significant environmental issues raised by the Project, alternatives and mitigation measures are necessarily preliminary, due to the attenuated character of the NOP. Cities therefore reserve their right to supplement these comments in response to future environmental documents.

I. THE "TIERING" OF THE NOP ON THE "APPROVED MASTER PLAN" RESULTS IN IMPROPERLY ATTENUATED ENVIRONMENTAL REVIEW.

The NOP justifies expedited environmental review, with a Draft EIR to be completed in "summer 2008" (NOP, p. 5) (almost contemporaneously with the publication of this NOP), on the apparent ground that, as a part of "the approved LAX Master Plan" (NOP, p. 4) adequate environmental review was already completed during the prior Master Plan environmental review process. Cities disagree.

It is true that CEQA requires, in pertinent part, that "environmental impact reports shall be tiered whenever feasible . . .", *Public Resources Code* § 21093(b). However, the utility of tiering is limited to those situations in which individual projects such as the Crossfield Taxiway are consistent with the larger project such as the approved Master Plan project which has already been environmentally reviewed.[1]

Despite the fact that the "approved Master Plan" remains in place, most of its most salient features, such as the off-site ticketing facility; closure of the Central Terminal Area ("CTA") to surface traffic; movement of Runway 6L/24R 340 feet to the south, thus necessitating restructuring of Terminals 1 through 3, have been replaced by the Specific Plan projects currently being evaluated under a separate NOP. Therefore, the Specific Plan projects, and their environmental impacts, will be radically different from the projects and environmental impacts originally evaluated in conjunction with the approved Master Plan. As a consequence, even if the Crossfield Taxiway Project were envisioned and evaluated in the EIR for the approved Master Plan, it cannot remain consistent with a "first tier decision" that has itself been radically transformed.

II. THE NOP'S PROPOSAL FOR AN AIR QUALITY ANALYSIS LIMITED ONLY TO "TEMPORARY EMISSIONS FROM CONSTRUCTION" IS INADEQUATE TO SATISFY CEQA.

Moreover, the justification for minimal air quality analysis of the Crossfield Taxiway Project, *i.e.*, is less than accurate.[2]

First, and most obviously, while it is true that landside facility constraints will play a role in limiting airport capacity, the current constraint on numbers of gates to 153, established in the "Stipulated Settlement" ending the challenge to the approved Master Plan brought by, among

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[1] "Tiering is a process by which agencies can adopt programs, plans, policies, or ordinances with EIRs focusing on 'the big picture' and can then use streamlined CEQA review for individual projects that are consistent with such . . . [first tier decisions] . . ." Koster v. County of San Joaquin, 47 Cal.App.4th 29, 36 (1996).

[2] "While it would reduce delays associated with taxiing aircraft, the proposed project would not increase the capacity of the airfield, as that capacity is currently constrained by number and availability of gates" (NOP, p. 4) [emphasis added].

others, Cities,[3] expires at the end of 2020. Therefore, the "current" gate constraints (which don't in any event become applicable unless and until LAX reaches 75 million air passengers per year) will exist for a maximum of 12 more years. All envisioned improvements may only barely be completed by that date. As air quality should be evaluated for future as well as current scenarios, the "current" gate constraints relied upon in the NOP as an effective capacity constraint will not be the same constraint on future capacity increases.

Second, the decrease in delay which is the stated purpose of the Crossfield Taxiway Project (NOP, p. 4) may itself give rise to increased capacity. "Airport capacity" is defined by the FAA as "throughput rate, *i.e.*, the maximum number of operations that can take place in an hour", FAA Advisory Circular AC150/5060-5, p. 1. The NOP admits that the Crossfield Taxiway Project's purpose is to "reduce delays associated with taxiing aircraft" (NOP, p. 4). The corollary of reduced delay is increased "throughput rate". As "nature abhors a vacuum", the slots created by increased throughput rate will, as has occurred at the vast majority of airports including LAX in the past, ultimately result in a higher "maximum number of operations that can take place in an hour". Finally, a consequence of increased capacity is increased emissions from the greater number of aircraft. Therefore, even though taxi/idle time and distance traveled may be reduced for individual aircraft, this air quality benefit is likely to be mooted by additional emissions from additional aircraft.

In short, the Crossfield Taxiway Project may not have the limited air quality impact portrayed in the NOP. Cities therefore strongly recommend that, given the potential synergistic air quality impacts of the Crossfield Taxiway Project with other projects currently being evaluated in the separate NOP for the Specific Plan and the remaining projects in the proposed Master Plan, as well as the Crossfield Taxiway Project's potential for increasing capacity, a complete air quality analysis be performed as part of the DEIR. The analysis should include, at minimum, an air quality conformity applicability analysis which takes into account the potential air quality impacts of other projects planned or ongoing, and not merely construction of the Crossfield Taxiway Project.

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[3] *City of El Segundo, et al. v. City of Los Angeles, et al.*, Riverside County Superior Court Case No. 426822.

III. THE NOP DOES NOT TAKE INTO ACCOUNT CUMULATIVE IMPACTS OF THE CROSSFIELD TAXIWAY PROJECT WHEN TAKEN TOGETHER WITH THE SPECIFIC PLAN AND APPROVED MASTER PLAN.

The NOP does not mention, let alone evaluate the impacts of the Specific Plan and approved Master Plan projects. Those projects are, however, closely related to the Crossfield Taxiway Project.

> "The cumulative impact from several projects is the change in the environment which results from the incremental impact of the project when added to other closely related past, present and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor, but collectively significant projects taking place over a period of time."

CEQA Guidelines, § 15355.

There is no doubt that the Specific Plan projects are reasonably foreseeable, given that the NOP for their environmental review is being circulated contemporaneously with this NOP. Nor can it be argued that those projects are not closely related to the Crossfield Taxiway Project. For example, the purpose of the Specific Plan project separating the runways in the North Runway Complex is accommodation of New Large Aircraft ("NLA") like the A-380, the same purpose as asserted for the Crossfield Taxiway Project (NOP, p. 4). Moreover, the Crossfield Taxiway Project will facilitate traffic between the two runway complexes for the express purpose of allowing NLA and other long haul aircraft which are currently able to use only the South Runway Complex efficiently, to access the North Runway Complex.

Further, while the Project's individual impacts may be portrayed as "minor", in comparison to those of the other projects, both individually and collectively, this comparison does not exempt the Crossfield Taxiway Project from a collective evaluation with the other contemporaneous Specific Plan and approved Master Plan projects. *See, e.g.*, *Kings County Farm Bureau v. City of Hanford*, 221 Cal.App.3d 692, 720 (1990). [Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.] In short, the Crossfield Taxiway Project is part of a larger complex of projects aimed at readying LAX for more numerous and larger aircraft. The NOP should, therefore, at minimum, disclose the potential cumulative impacts of the Crossfield Taxiway Project when taken together

with the Specific Plan and approved Master Plan projects which have manifestly the same purpose.

One of those potential cumulative impacts is noise. While the NOP contemplates evaluation only of construction noise (NOP, p. 5), the Crossfield Taxiway Project's potential cumulative impacts on communities to the north and east of LAX extends far beyond construction noise. To the extent that NLA and other traffic is shifted from the South to the North Runway Complex; and to the extent that the further separation of runways on the North Complex contemplated in the Specific Plan Amendment Study allows not merely larger aircraft, but more aircraft, by virtue of the planned center taxiway, the Crossfield Taxiway will be an integral part of a large complex of projects. These projects when taken together will lead to changed configurations of the noise contour over adjacent communities.

Cities therefore urge that evaluation of that noise impact be: (1) extended beyond construction to operational impacts; and (2) at minimum, performed, and mitigation measures developed, in the context of the cumulative impacts of all projects that are or will be implemented, and not individually and in isolation as currently contemplated in the NOP.

Cities appreciate this opportunity to comment and request that future documents be transmitted to the office of their counsel, Chevalier, Allen & Lichman, LLP at the above address.

Sincerely,

CHEVALIER, ALLEN & LICHMAN, LLP

Barbara Lichman

Barbara E. Lichman, Ph.D.

U.S Department
of Transportation
**Federal Aviation
Administration**

Western-Pacific Region
Los Angeles Airports District Office

Federal Aviation Administration
P.O. Box 92007
Los Angeles, CA 90009-2007

May 12, 2008

Mr. Dennis Quilliam
City Planner
City of Los Angeles
Los Angeles World Airports
7301 World Way West, 3rd Floor
Los Angeles, CA 90045

Notice of Preparation of a Draft Environmental Impact Report (EIR) for the Los Angeles International Airport Crossfield Taxiway Project Los Angeles County, CA

Dear Mr. Quilliam:

On April 16, 2008, I received a copy of your Notice of Preparation of a Draft Environmental Impact Report (EIR) for the Los Angeles International Airport Crossfield Taxiway Project in Los Angeles County, California.

It is necessary under Part 77 of the Federal Aviation Regulations to notify the Federal Aviation Administration (FAA) of any proposal which would exceed certain elevations with respect to the ground and neighboring airports.

CFR Title 14 Part 77.13 states that any person/organization who intends to sponsor any of the following construction or alterations must notify the Administrator of the FAA for:

- any construction or alteration located on a public use airport or heliport regardless of height or location.

To fulfill this requirement, it is necessary to complete and return a copy of the Form 7460-1, Notice of Proposed Construction or Alteration. This form is found on the web at: http://forms.faa.gov/forms/faa7460-1.pdf. Once completed please forward the 7460-1, and any related plans for obstruction evaluation to:

Ruben Cabalbag
Assistant Manager, LAX-ADO
Federal Aviation Administration
Los Angeles Airports District Office
P.O. Box 92007
Los Angeles, CA 90009-2007

If you have any questions regarding this matter, please feel free to give me a call at (310) 725-3637.

Sincerely,

Victor Globa
Environmental Protection Specialist

Cc: Ruben Cabalbag, Assistant Manager, LAX-ADO

Revised Notice of Preparation (August 7, 2008) and Public Comment Letters

California Environmental Quality Act

REVISED NOTICE OF PREPARATION

To: Responsible or Trustee Agency
Interested Parties

From: City of Los Angeles
Los Angeles World Airports
7301 World Way West, 3rd floor
Los Angeles, CA 90045

Subject: **Revised Notice of Preparation of a Draft Environmental Impact Report**

Project Title: Los Angeles International Airport Crossfield Taxiway Project (City Clerk No. AD-011-08)

Project Location: Los Angeles International Airport in the City of Los Angeles, County of Los Angeles

The City of Los Angeles - Los Angeles World Airports (LAWA) as Lead Agency will prepare a focused Environmental Impact Report (EIR) pursuant to the California Environmental Quality Act (CEQA) for the proposed Crossfield Taxiway Project ("Project") at Los Angeles International Airport (LAX). This LAX Crossfield Taxiway Project EIR will be tiered from the LAX Master Plan EIR (State Clearinghouse Number 1997061047) and will provide project-specific construction information on one of the Master Plan projects previously evaluated at a programmatic level. A Notice of Preparation for the LAX Crossfield Taxiway Project EIR was prepared on April 3, 2008 and made available for a 30-day review and comment period. In conjunction with the development and refinement of more detailed plans for the proposed Project, which are currently being prepared, certain modifications to the scope of the Project have been identified. This Revised Notice of Preparation (NOP) is being circulated to afford interested parties the opportunity to provide any additional comments on the proposed scope of the EIR analysis, in light of the Project modifications described herein.

LAWA is requesting input from interested government and quasi-government agencies, organizations, and private citizens regarding the scope and content of environmental information to be included in the LAX Crossfield Taxiway Project Draft EIR. In the future, public agencies receiving this notice may need to use the LAX Crossfield Taxiway Project EIR prepared by LAWA when considering their permits or other approvals for the proposed Project.

Any public agencies that respond to this Notice are requested, at a minimum, to:

1. Describe significant environmental issues, reasonable alternatives and mitigation measures which they would like to have addressed in the LAX Crossfield Taxiway Project EIR.
2. State whether they are a responsible or trustee agency for the Project, explain why and note the specific Project elements that are subject to their regulatory authority.

3. Provide the name, address and phone number of the person who will serve as their point of contact throughout the environmental review process for this Project.

Due to the time limits mandated by State law, your response should be sent at the earliest possible date but *not later than September 8, 2008.*

Please send your response to Dennis Quilliam, City Planner, at the address shown above.

Signature: Dennis Quilliam

Dennis Quilliam

Title: City Planner

Date: July 31, 2008

Telephone: (310) 646-7614

1. PROJECT LOCATION

The Project is located at Los Angeles International Airport (LAX), situated within the City of Los Angeles and Los Angeles County. As depicted on Figure 1, LAX is bordered by the community of Westchester (part of the City of Los Angeles), the City of El Segundo, the City of Inglewood, the unincorporated community of Lennox, and the Pacific Ocean. The airport is located approximately 12 miles southwest of downtown Los Angeles. Figure 2 provides an aerial view of the existing airport. The proposed improvements that comprise the Project would occur within the central portion of the airfield at LAX, generally west of the Tom Bradley International Terminal and between the north runway complex and the south runway complex, as further described below.

2. PROJECT DESCRIPTION

The proposed LAX Crossfield Taxiway Project is intended and designed to provide improvements to a portion of the existing taxiway system that supports aircraft access between the north runway complex (i.e., Runways 06L/24R and 06R/24L) and the south runway complex (i.e., Runways 07L/25R and 07R/25L). In particular, the proposed Project would provide a new crossfield taxiway, identified as Taxiway C13, and an associated connection to, and extension of, the existing Taxiway D. In addition, a new parallel service road would be built. Construction of these proposed improvements would require demolition and potential relocation of certain ancillary and support facilities such as a hangar canopy, a flight kitchen, a maintenance building, the LAPD Bomb Squad building, a records retention building, and a ground service equipment maintenance facility. The current activities within these facilities would be moved to other existing buildings local to the area. To facilitate construction and operation of Taxiway C13, World Way West would need to be realigned and suppressed below grade at the intersection with Taxiway C13 and the proposed adjacent service road, requiring construction of two bridge facilities (i.e., one bridge structure for the new taxiway and one bridge structure for the new adjacent service road). The realignment of World Way West would require the demolition of the existing LAWA Records Retention building located at the intersection of World Way West and Coast Guard Road. The records retention function of this building is proposed to be permanently relocated to another existing building at LAX and construction of a new records building at the subject site would not be necessary. The reconfigured site, based on the realignment of World Way West, would instead be used for the construction of a new fire station/aircraft rescue and firefighting facility (ARFF). The new fire station/ARFF would replace the existing undersized Station No. 80/ARFF, located adjacent to Taxiway S. In addition to offering needed improvements, the site of the proposed new fire station offers convenient landside access to World Way West, via Coast Guard Road, and airside access via Taxiway C13 and the adjacent service road. Upon completion of construction of the new facility, personnel from the existing on-airport would be transferred to the new facility and the existing facility would be used for purposes such as storage. In addition to the above improvements, a utility corridor (Utilidor) would be constructed adjacent to the World Way West alignment. Finally, existing "remain overnight" (RON) aircraft parking currently located within the proposed alignment of Taxiway C13 would be resituated to a new location adjacent to Taxiway C13. The

future RON area would occur at the area currently used for vehicle parking by American Airlines employees. A replacement lot for vehicle parking would be established within an area approximately 2,000 feet west of the existing lot (i.e., the area southeast of World Way West and Taxiway AA, the western half of which would need to be paved). Figure 3 presents the basic components of the proposed Project that were identified in the original NOP. Figure 4 shows those components along with the proposed fire station/ARFF site and the replacement of the American Airlines employee parking. Also shown is the proposed construction staging area and associated access/haul route.

Midfield access between the north runway complex and the south runway complex is currently provided via Taxiways Q and S, which provide one-way north and south aircraft access, respectively. The intersections at the end of Taxiways Q and S, near the TBIT concourses, currently lack sufficient spacing to allow for efficient movement of aircraft in this area. This congestion requires that some aircraft hold their positions while other aircraft are turning onto, or off of, Taxiway Q, particularly if there is an airplane at the gate nearest this intersection. This results in increased delay and aircraft taxi/idle time. In addition, Group VI aircraft, known as New Large Aircraft (NLA) and including the Airbus A380 and Boeing 747-8, cannot operate on Taxiway Q due to its close proximity to Tom Bradley International Terminal (TBIT).

The proposed Project would provide a new crossfield taxiway and other associated improvements to help relieve existing aircraft traffic congestion and reduce delays that periodically occur on the existing crossfield taxiway system and on adjacent taxiways. The extension of Taxiway D would provide access to the new crossfield taxiway to and from the north terminal complex. Without the extension of Taxiway D, the only access to the new crossfield taxiway would be via Taxiway E. Taxiway E is the primary taxiway for arriving aircraft from the north runway complex and primarily operates in an easterly direction. An extension of Taxiway D is required to avoid congestion or traffic conflicts on Taxiway E and to provide efficient access to the crossfield taxiway from the north airfield.

The proposed taxiway improvements are proposed for immediate implementation, consistent with the design and provisions of the approved LAX Master Plan. The proposed improvements would be designed to accommodate the NLA, which are anticipated to begin commercial service at LAX within the next few years whether or not the proposed taxiway is constructed. As a result of the proposed Project, taxi/idle time and distance traveled for aircraft using the new system would be reduced along with air pollutant emissions and fuel use. While it would reduce delays associated with taxiing aircraft, the proposed Project would not increase the capacity of the airfield, as that capacity is currently constrained by other factors, such as the number and availability of gates.

Construction-related vehicle access and parking for the LAX Crossfield Taxiway Project would be similar to those of the LAX South Airfield Improvements Project (SAIP), which is currently underway but would be completed before start of the LAX Crossfield Taxiway Project. During the construction period for the proposed Project, ground traffic (cars, trucks, and construction equipment) would enter and exit the Project site from the existing construction staging area currently used for the SAIP, located to the west of the

Project site, at Pershing Drive and World Way West. The SAIP contractor parking area located at a site north of LAX Parking Lot B on La Cienega Boulevard, to the east of the Project site, would be used for Project workers, with a shuttle to transport workers between the parking area and the job site. Similar to the SAIP, delivery and haul routes for the LAX Crossfield Taxiway Project would occur on the perimeter of the Airport, along Imperial Highway, Pershing Drive, Westchester Parkway, and Aviation Boulevard.

3. PROBABLE ENVIRONMENTAL EFFECTS OF THE PROJECT

LAWA conducted a preliminary analysis of the proposed Project to determine whether the Project may result in any significant impacts on the environment that were not fully addressed in the LAX Master Plan EIR, warranting the preparation of a further, focused Environmental Impact Report. Based on the nature and characteristics of the proposed Project, potentially significant environmental effects are anticipated to result primarily from proposed construction activities. The existing operational characteristics of the airfield at LAX would not be substantially changed by the proposed improvements. Environmental topics of particular concern, which will be the primary focus of the EIR analysis, include the following:

Traffic - Construction of the Project would generate traffic associated with workers traveling to and from the construction employee parking area, and the associated shuttle trips between the parking area and the construction site, truck haul/delivery trips, and miscellaneous construction-related travel. These vehicle trips could result in traffic impacts on the local roadway system during the construction period. The EIR will address such impacts and recommend mitigation measures for any significant traffic impacts. The EIR will also evaluate potential impacts, if any, resulting from the relocation of ancillary facilities, including those associated with the replacement of vehicle parking from the existing American Airlines employee parking lot, as well as those associated with construction worker traffic.

Air Quality - Construction of the Project would result in temporary emissions of various air pollutants from construction equipment, workers commute, truck haul/delivery trips, surface paving, taxiway striping, and demolition/material crushing and grading activities (i.e., fugitive dust). Such air pollutants include criteria pollutants such as carbon monoxide (CO), oxides of nitrogen and sulfur (NO_X and SO_X), volatile organic compounds/reactive organic gases (VOC/ROG), and particulate matter (PM). Additionally, construction activities would emit greenhouse gases, particularly carbon dioxide (CO_2), both directly, such as from construction equipment and activities, and indirectly, such as from electricity consumption. Greenhouse gas emissions would also be affected by changes in taxiway access characteristics. The air quality analysis will address vehicle emissions associated with each of the two options being considered for replacement of the existing American Airlines employee parking. The EIR will address the air quality impacts associated with the proposed Project and will delineate mitigation measures to reduce any significant impacts. In conjunction with the air quality impacts analysis, the EIR will address the potential carcinogenic, long-term, and acute human health risks associated with toxic air contaminants (TACs) from construction activities, such as diesel particulate matter.

Noise - Construction of the Project would result in noise generated by on-site equipment, including noise from mobile equipment such as tractors, excavators, dump trucks, etc. and stationary equipment such as a rock-crushing plant. Additionally, truck haul/delivery truck trips may result in off-site noise impacts. The EIR will address potential noise impacts to noise-sensitive uses, such as residential areas, schools, hospitals, etc., and provide mitigation measures for any significant noise impacts.

Surface Water Quality - Construction of the Project would result in the potential for short-term impacts to surface water (i.e., storm runoff) quality, due to grading and other temporary surface disturbance. Based on the existing developed nature of the Project area and no notable change in the basic use of the majority of the subject area, potential long-term surface water hydrology and water quality impacts are expected to be generally limited to those associated with the paving of undeveloped ground for use as replacement parking (i.e., one of the two options being considered for the replacement of American Airlines employee parking). The EIR will address construction-related surface water quality impacts and delineate the water quality control measures (i.e., Best Management Practices - "BMPs") that are proposed to address those impacts, and will address operations-related impacts associated with the aforementioned replacement parking option.

Hazardous Materials/Waste – Portions of the Project site have known or potential subsurface contamination, including as identified on lists enumerated under Section 65962.5 of the Government Code (sometimes referred to as the "Cortese List" of hazardous waste sites). This includes, but is not limited to, the site being considered for replacement parking southeast of World Way West and Taxiway AA, within which an existing groundwater remediation system occurs. The EIR will address the potential for construction activities to impact or be impacted by potential subsurface contamination, and will address the potential for operation of the existing groundwater remediation system to be impacted by the Project. Mitigation measures will be recommended if/as appropriate.

In addition to the topics described above, the Draft EIR for the Project will include a summary of other relevant environmental topics that were previously addressed in the LAX Master Plan EIR. The Draft EIR will also delineate all applicable Master Plan Commitments, Mitigation Measures, and other requirements set forth in the LAX Mitigation Monitoring and Reporting Program (MMRP).

New comments regarding the scope and content of the LAX Crossfield Taxiway Project Draft EIR will be accepted for 30 days from receipt of this notice, which will be added to the comments previously received by LAWA on the original NOP. The subject Draft EIR is anticipated to be completed by summer 2008, at which time a Notice of Completion will be filed with the Los Angeles County Clerk and the Governor's Office of Planning and Research - State Clearinghouse to initiate a 45-day public review period.

The City will prepare responses to comments received during the public review period regarding the adequacy of the LAX Crossfield Taxiway Draft EIR. The comments and responses, together with the LAX Crossfield Taxiway Draft EIR and its appendices, will

comprise the Final LAX Crossfield Taxiway Project EIR. In arriving at a decision on whether to proceed with the proposed Project, the Los Angeles City Council will consider, among other things, the information in the Final EIR and will determine the adequacy of the environmental documentation under the California Environmental Quality Act.

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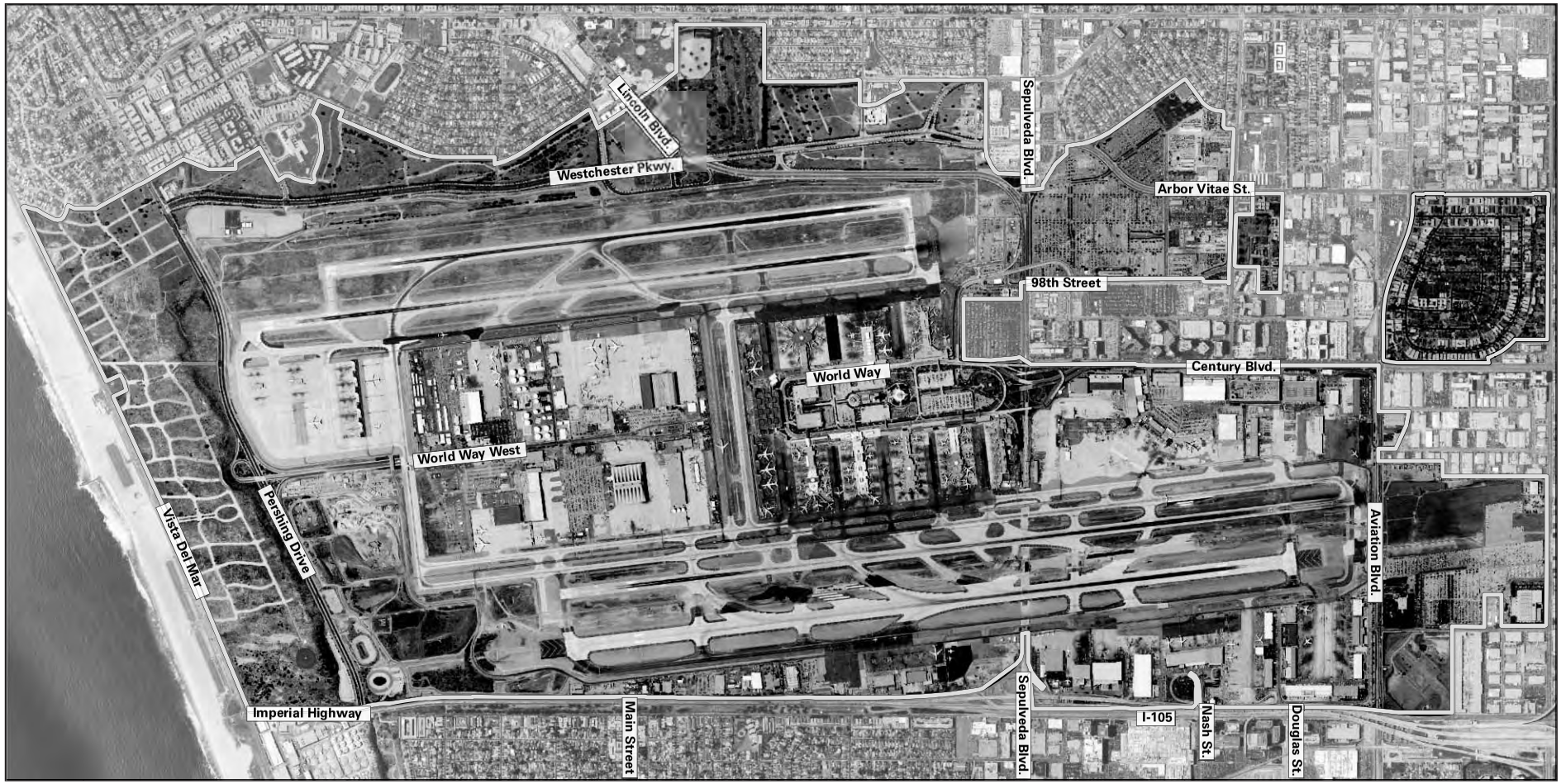
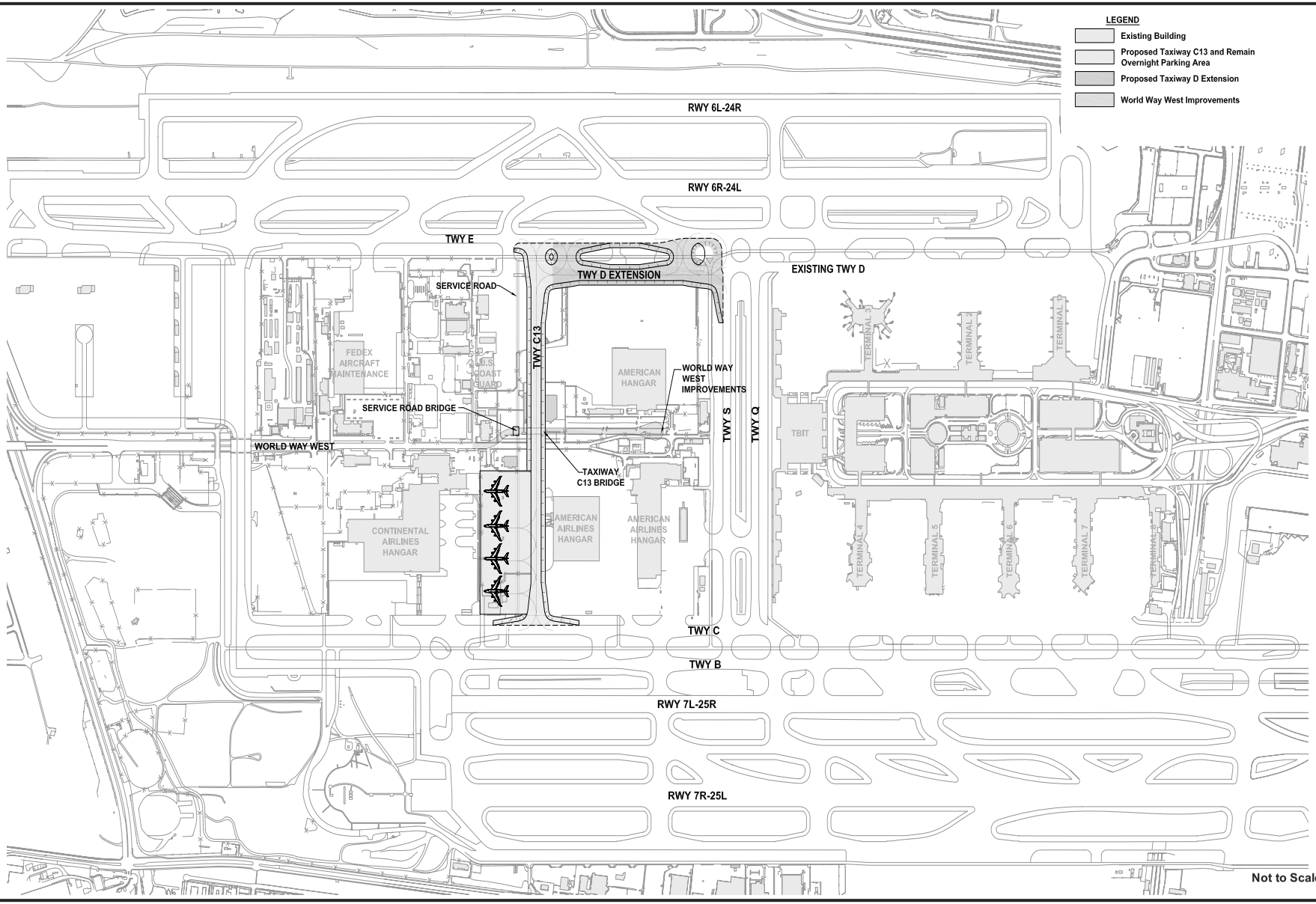
LAX Crossfield Taxiway Project EIR	Project Location Map	Figure 1

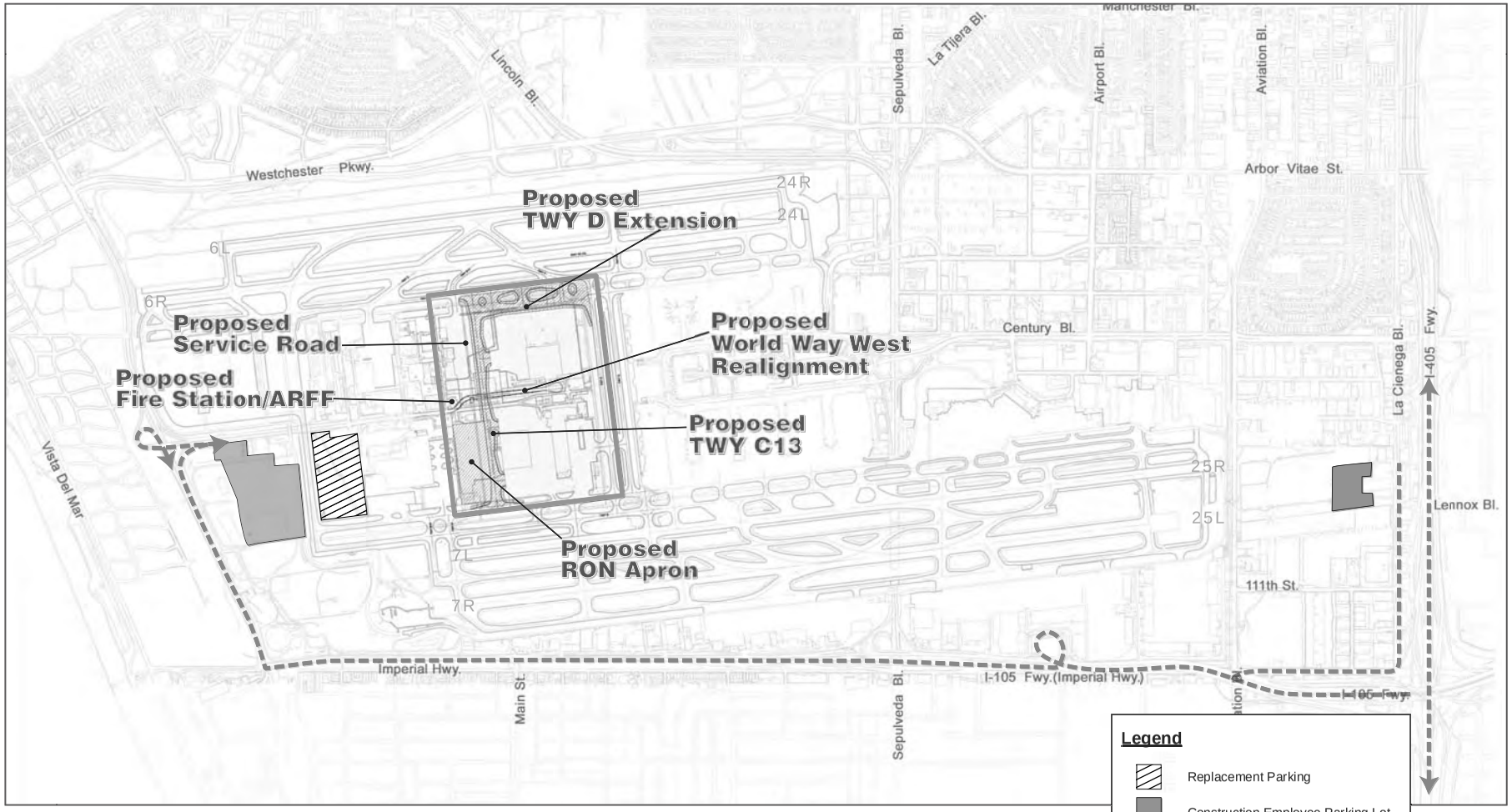


north

LAX Crossfield Taxiway Project EIR	Existing Airport	Figure 2



LAX Crossfield Taxiway Project EIR	Proposed Crossfield Taxiway Project Improvements	Figure 3



north

Not to Scale

Source: CDM, 2008.
Prepared by: CDM, 2008.

LAX Crossfield Taxiway Project	Project Description	Figure 4

'08 AUG 15 PM 3:57 CR

STATE OF CALIFORNIA

GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH

STATE CLEARINGHOUSE AND PLANNING UNIT

ARNOLD SCHWARZENEGGER
GOVERNOR

CYNTHIA BRYANT
DIRECTOR

Notice of Preparation

August 8, 2008

To: Reviewing Agencies

Re: Los Angeles International Airport (LAX) Crossfield Taxiway Project
SCH# 1997061047

Attached for your review and comment is the Notice of Preparation (NOP) for the Los Angeles International Airport (LAX) Crossfield Taxiway Project draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Dennis Quilliam
Los Angeles World Airport
7301 world Way West, 3rd Floor
Los Angeles, CA 90045

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Scott Morgan
Project Analyst, State Clearinghouse

Attachments
cc: Lead Agency

1400 10th Street P.O. Box 3044 Sacramento, California 95812-3044
(916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

NOP DISTRIBUTION LIST

County: LOS ANGELES SCH# 1997061047

Resources Agency
- Resources Agency — Nadell Gayou
- Dept. of Boating & Waterways — David Johnson
- California Coastal Commission — Elizabeth A. Fuchs
- Colorado River Board — Gerald R. Zimmerman
- Dept. of Conservation — Sharon Howell
- California Energy Commission — Dale Edwards
- Cal Fire — Allen Robertson
- Office of Historic Preservation — Wayne Donaldson
- Dept of Parks & Recreation — Environmental Stewardship Section
- Central Valley Flood Protection Board — Mark Herald
- S.F. Bay Conservation & Dev't. Comm. — Steve McAdam
- Dept. of Water Resources — Resources Agency, Nadell Gayou

Conservancy

Fish and Game
- Depart. of Fish & Game — Scott Flint, Environmental Services Division
- Fish & Game Region 1 — Donald Koch
- Fish & Game Region 1E — Laurie Harnsberger
- Fish & Game Region 2 — Jeff Drongesen
- Fish & Game Region 3 — Robert Floerke
- Fish & Game Region 4 — Julie Vance
- Fish & Game Region 5 — Don Chadwick, Habitat Conservation Program
- Fish & Game Region 6 — Habitat Conservation Program
- Fish & Game Region 6 IM — Gabrina Gatchel, Inyo/Mono, Habitat Conservation Program
- Dept. of Fish & Game M — George Isaac, Marine Region

Other Departments
- Food & Agriculture — Steve Shaffer, Dept. of Food and Agriculture
- Depart. of General Services — Public School Construction
- Dept. of General Services — Robert Sleppy, Environmental Services Section
- Dept. of Public Health — Veronica Malloy, Dept. of Health/Drinking Water

Independent Commissions, Boards
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- Office of Emergency Services — Dennis Castrillo
- Governor's Office of Planning & Research — State Clearinghouse
- Native American Heritage Comm. — Debbie Treadway
- Public Utilities Commission — Ken Lewis
- Santa Monica Bay Restoration — Guangyu Wang
- State Lands Commission — Marina Brand
- Tahoe Regional Planning Agency (TRPA) — Cherry Jacques

Business, Trans & Housing
- Caltrans - Division of Aeronautics — Sandy Hesnard
- Caltrans - Planning — Terri Pencovic
- California Highway Patrol — Suzann Ikeuchi, Office of Special Projects
- Housing & Community Development — Cathy Creswell, Housing Policy Division

Dept. of Transportation
- Caltrans, District 1 — Rex Jackman
- Caltrans, District 2 — Marcelino Gonzalez
- Caltrans, District 3 — Jeff Pulverman
- Caltrans, District 4 — Tim Sable
- Caltrans, District 5 — David Murray
- Caltrans, District 6 — Moses Stites
- Caltrans, District 7 — Vin Kumar
- Caltrans, District 8 — Dan Kopulsky
- Caltrans, District 9 — Gayle Rosander
- Caltrans, District 10 — Tom Dumas
- Caltrans, District 11 — Jacob Armstrong
- Caltrans, District 12 — Ryan P. Chamberlain

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- Transportation Projects — Ravi Ramalingam
- Industrial Projects — Mike Tollstrup

California Integrated Waste Management Board — Sue O'Leary

State Water Resources Control Board — Regional Programs Unit, Division of Financial Assistance

State Water Resources Control Board — Student Intern, 401 Water Quality Certification Unit, Division of Water Quality

State Water Resources Control Board — Steven Herrera, Division of Water Rights

Dept. of Toxic Substances Control — CEQA Tracking Center

Department of Pesticide Regulation

Regional Water Quality Control Board (RWQCB)
- RWQCB 1 — Cathleen Hudson, North Coast Region (1)
- RWQCB 2 — Environmental Document Coordinator, San Francisco Bay Region (2)
- RWQCB 3 — Central Coast Region (3)
- RWQCB 4 — Teresa Rodgers, Los Angeles Region (4)
- RWQCB 5S — Central Valley Region (5)
- RWQCB 5F — Central Valley Region (5), Fresno Branch Office
- RWQCB 5R — Central Valley Region (5), Redding Branch Office
- RWQCB 6 — Lahontan Region (6)
- RWQCB 6V — Lahontan Region (6), Victorville Branch Office
- RWQCB 7 — Colorado River Basin Region (7)
- RWQCB 8 — Santa Ana Region (8)
- RWQCB 9 — San Diego Region (9)
- Other _____

Last Updated on 07/24/2008

Document Details Report
State Clearinghouse Data Base

SCH#	1997061047
Project Title	Los Angeles International Airport (LAX) Crossfield Taxiway Project
Lead Agency	Los Angeles World Airports
Type	NOP Notice of Preparation
Description	NOTE: Lead Agency changed from City of Los Angeles to Los Angeles World Airports 08/08/08 The proposed LAX Crossfield Taxiway Project is intended and designed to provide improvements to a portion of the existing taxiway system that supports aircraft access between the north runway complex (i.e., Runways 06L/24R and 06R/24L) and the south runway complex (i.e., Runways 07L/25R and 07R/25L). In particular, the proposed Project would provide a new crossfield taxiway, identified as Taxiway C13, and an associated connection to, and extension of, the existing Taxiway D. In addition, a new parallel service road would be built.

Lead Agency Contact

Name	Dennis Quilliam
Agency	Los Angeles World Airport
Phone	310-646-7614 **Fax**
email	
Address	7301 world Way West, 3rd Floor
City	Los Angeles **State** CA **Zip** 90045

Project Location

County	Los Angeles
City	Los Angeles, City of
Region	
Cross Streets	World Way West/Coastguard Road
Lat / Long	33° 56' N / 118° 25' W
Parcel No.	
Township	**Range** **Section** **Base**

Proximity to:

Highways	I-405, I-105
Airports	LAX
Railways	
Waterways	Pacific Ocean
Schools	St. Bernards High School
Land Use	Airport related airfield, LAX-A Zone

Project Issues	Air Quality; Noise; Traffic/Circulation; Water Quality
Reviewing Agencies	Resources Agency; California Coastal Commission; Department of Conservation; Department of Parks and Recreation; Department of Water Resources; Department of Fish and Game, Region 5; Native American Heritage Commission; Caltrans, Division of Aeronautics; California Highway Patrol; Caltrans, District 7; Air Resources Board, Airport Projects; Integrated Waste Management Board; Department of Toxic Substances Control; Regional Water Quality Control Board, Region 4
Date Received	08/08/2008 **Start of Review** 08/08/2008 **End of Review** 09/08/2008

Note: Blanks in data fields result from insufficient information provided by lead agency.

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY ARNOLD SCHWARZENEGGER, Governor

DEPARTMENT OF TRANSPORTATION
DIVISION OF AERONAUTICS – M.S.#40
1120 N STREET
P. O. BOX 942873
SACRAMENTO, CA 94273-0001
PHONE (916) 654-4959
FAX (916) 653-9531
TTY 711

Flex your power!
Be energy efficient!

August 21, 2008

Mr. Dennis Quilliam
Los Angeles World Airports
7301 World Way West, 3rd Floor
Los Angeles, CA 90045

'08 SEP 3 PM 1:38 CS

Dear Mr. Quilliam:

Los Angeles World Airport's (LAWA) Notice of Preparation of a Draft Environmental Impact Report for the Los Angeles International Airport (LAX) Crossfield Taxiway Project; SCH# 1997061047

The California Department of Transportation (Caltrans), Division of Aeronautics (Division), reviewed the above-referenced document with respect to airport-related noise and safety impacts and regional aviation land use planning issues pursuant to the California Environmental Quality Act (CEQA). The Division has technical expertise in the areas of airport operations safety, noise and airport land use compatibility. We are a funding agency for airport projects and we have permit authority for public-use and special-use airports and heliports.

The proposal is for a new crossfield taxiway, identified as Taxiway C13, and an associated connection to, and extension of, the existing Taxiway D at LAX. In addition, a new parallel service road will be built. Construction of these proposed improvements will require the demolition and potential relocation of certain ancillary and support facilities such as a hangar canopy, a flight kitchen, a maintenance building, the Los Angles Police Department Bomb Squad building, a records retention building, and a ground service equipment maintenance facility.

Caltrans is the primary State agency responsible for permitting airports and heliports. Our mandated process is further described in the California Code of Regulations (CCR), Title 21, Section 3534(b). LAX operates with an airport permit issued by the Division. From the information provided, however, it does not appear that the proposal will affect the State airport permit. New construction projects, however, must meet or exceed the minimum design standards for a permitted airport, as specified in the CCR, Title 21, Article 3, "Design Standards, Airports Only."

The guidance in the Federal Aviation Administration's (FAA) Advisory Circular 150/5370-2E, *Operational Safety on Airports During Construction*, should be incorporated into the project design in order to identify any permanent or temporary construction-related impacts. The FAA may require a Notice of Proposed Construction or Alteration (Form 7460-1) pursuant to Federal Aviation Regulation Part 77. Form 7460-1 is available at http://forms.faa.gov/forms/faa7460-1.pdf.

These comments reflect the areas of concern to the Division with respect to airport-related noise and safety impacts and regional airport land use planning issues. We advise you to contact our Caltrans District 7 office concerning surface transportation issues.

"Caltrans improves mobility across California"

Thank you for the opportunity to review and comment on this proposal. If you have any questions, please call me at (916) 654-5314.

Sincerely,

Sandy Hesnard

SANDY HESNARD
Aviation Environmental Specialist

c: State Clearinghouse

Appendix B
LAX Crossfield Taxiway Project Draft EIR

Surface Transportation Data

September 2008

Prepared for:

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

Appendix B-1
LAX Crossfield Taxiway Project Draft EIR

Study Area Intersection Geometries

September 2008

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

List of Figures

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1. INTERSECTION GEOMETRY

Appendix B-1 provides the current geometry for each of the 19 intersections included in the Traffic Study. The existing intersection geometry is not proposed to change for any conditions analyzed.

Figure 1 TRAFFIX Lane Geometry Report

Crossfield Taxiway Construction Project

Lane Geometry Report

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

Node	Intersection	NB	SB	EB	WB
1	IMPERIAL HWY @ PERSHING DR.	000001	110010	201100	102010
2	IMPERIAL HWY @MAIN STREET	110010	000001	002010	102010
3	IMPERIAL HWY @ SEPULVEDA BL.	103010	203100	203010	203010
4	IMPERIAL HWY @ NASH ST.	100020	110110	002100	203000
5	IMPERIAL HWY. @ DOUGLAS ST.	101020	100011	102100	202100
6	IMPERIAL HWY. @ AVIATION BL.	202010	201110	202100	203010
7	IMPERIAL HWY. @ 105 RAMP	200020	000000	002110	202000
8	IMPERIAL HWY. @ La CIENEGA BLVD.	201110	201110	203020	203020
9	IMPERIAL HWY. @ 405 NORTH RAMP	100001	000000	002110	002110
10	AVIATION BLVD. @ CENTURY BLVD.	201100	202010	103100	103100
11	AVIATION BLVD. @ 111TH	101100	101100	100100	101100
12	La CIENEGA BLVD. @ 405 S/B RAMP	001110	102000	000000	100001
13	La CIENEGA BLVD. @ CENTURY BLVD	102020	102020	103010	103100
14	La CIENEGA BLVD. @ 405 S/B RAMP	001100	201100	000001	000020
15	La CIENEGA BLVD. @ 104 TH STREET	101100	102100	101010	000001
16	La CIENEGA BLVD. @ LENNOX BLVD	001100	102100	000000	110010
17	La CIENEGA BLVD. @ 111TH STREET	102000	002100	200010	000000
18	La CIENEGA BLVD. @ 405 S/B RAMP	102010	102100	000001	200010
19	CENTURY BLVD. @ 405 N/B RAMP	200010	000010	102110	002100

Appendix B-2
LAX Crossfield Taxiway Project Draft EIR

Study Area Intersection Volumes

September 2008

Prepared for:

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

Prepared by:

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

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1. INTERSECTION VOLUMES

Appendix B-2 Includes the intersection volumes used in the traffic analysis summary tables.

- Table 1 - Crossfield Taxiway EIR -- Baseline (2008) Intersection Volumes
- Table 2 - Crossfield Taxiway EIR -- Cumulative Intersection Volumes Without Project at CFTP Peak (Fourth Quarter 2009)
- Table 3 - Crossfield Taxiway EIR -- Cumulative Intersection Volumes Without Project at Overall Peak (Second Quarter 2010)
- Table 4 - Crossfield Taxiway EIR -- Project Plus Baseline (2008) Intersection Volumes
- Table 5 - Crossfield Taxiway EIR -- Cumulative Intersection Volumes With Project at CFTP Peak (Fourth Quarter 2009)
- Table 6 - Crossfield Taxiway EIR -- Cumulative Intersection Volumes With Project at Overall Peak (Second Quarter 2010)

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Table 1

Crossfield Taxiway EIR -- Baseline (2008) Intersection Volumes

Intersection	Peak Hour [1]	North Approach				East Approach				South Approach				West Approach				Intersection Total
		Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	
1. Imperial Hwy. & Pershing Dr.	Construction AM	41	2	495	539	710	249	8	967	1	0	1	3	4	240	132	377	1886
	Construction PM	166	25	726	917	623	467	4	1094	7	0	4	11	0	492	135	627	2649
2. Imperial Hwy. & Main St.	Construction AM	0	0	2	2	4	783	251	1037	461	0	209	670	92	619	0	710	2419
	Construction PM	0	0	2	2	0	846	539	1385	379	0	221	600	290	914	0	1204	3191
3. Imperial Hwy. & Sepulveda Blvd.	Construction AM	20	1331	147	1497	182	127	151	459	465	996	73	1534	94	188	125	408	3899
	Construction PM	38	1819	307	2164	327	290	222	839	1140	1833	174	3147	176	296	163	635	6785
4. Imperial Hwy. & Nash St.	Construction AM	370	757	213	1340	0	568	145	713	15	0	7	22	64	350	0	414	2489
	Construction PM	191	189	172	552	0	848	59	907	93	0	72	165	54	770	0	824	2448
5. Imperial Hwy. & Douglas St.	Construction AM	11	3	12	26	46	683	74	803	54	9	38	100	58	285	19	363	1293
	Construction PM	42	14	84	140	35	561	29	625	424	17	168	609	41	972	38	1051	2425
6. Imperial Hwy. & Aviation Blvd.	Construction AM	104	220	130	454	581	627	219	1426	90	396	156	642	59	190	67	317	2839
	Construction PM	106	547	427	1080	345	396	219	960	320	457	166	943	247	1042	220	1509	4492
7. Imperial Hwy. & I-105 EB Ramps	Construction AM	0	0	0	0	0	731	52	783	262	0	741	1003	264	172	0	436	2221
	Construction PM	0	0	0	0	0	586	237	823	517	0	430	947	790	956	0	1746	3516
8. Imperial Hwy. & La Cienega Blvd.	Construction AM	191	114	42	348	297	512	41	851	83	133	58	274	135	122	160	417	1889
	Construction PM	349	469	337	1155	193	398	46	637	601	203	75	879	233	1008	200	1441	4112
9. Imperial Hwy. & I-405 NB Ramps	Construction AM	0	0	0	0	295	600	0	896	41	0	237	279	47	179	0	226	1401
	Construction PM	0	0	0	0	184	410	0	594	219	0	222	441	232	1674	0	1906	2941
10. Century Blvd. & Aviation Blvd.	Construction AM	95	242	48	385	93	1162	61	1316	34	428	427	889	204	700	72	976	3565
	Construction PM	111	523	122	756	112	1233	94	1439	83	655	448	1186	416	1726	134	2276	5657
11. Aviation Blvd. & 111th St.	Construction AM	40	536	56	632	64	25	25	114	53	897	21	971	21	13	26	59	1777
	Construction PM	81	1095	86	1262	118	53	53	224	96	882	19	997	29	78	75	182	2665
12. La Cienega Blvd. & I-405 SB Ramps N of Century	Construction AM	0	255	122	376	44	0	535	579	75	584	0	659	0	0	0	0	1615
	Construction PM	0	695	160	855	168	0	650	818	72	593	0	665	0	0	0	0	2338
13. La Cienega Blvd. & Century Blvd.	Construction AM	405	306	67	778	348	920	205	1472	136	263	111	510	257	419	65	741	3502
	Construction PM	442	585	370	1397	231	751	112	1094	609	302	151	1062	794	1208	162	2164	5717
14. La Cienega Blvd. & I-405 SB Ramps S of Century	Construction AM	6	394	344	745	60	0	0	60	22	444	0	466	1	0	0	1	1271
	Construction PM	5	863	643	1511	468	0	0	468	34	617	0	651	0	0	0	0	2630
15. La Cienega Blvd. & 104th St.	Construction AM	41	324	17	382	1	1	3	6	14	424	155	592	40	1	21	62	1042
	Construction PM	20	793	21	834	0	0	0	0	21	528	101	650	235	3	111	349	1833
16. La Cienega Blvd. & Lennox Blvd.	Construction AM	1	288	36	326	136	0	97	232	22	472	0	494	0	0	0	0	1053
	Construction PM	1	858	218	1077	70	0	82	152	191	594	0	785	0	0	0	0	2014
17. La Cienega Blvd. & 111th St.	Construction AM	93	275	0	368	0	0	0	0	0	388	118	506	30	0	59	89	964
	Construction PM	121	857	0	978	0	0	0	0	0	570	103	673	188	0	175	363	2014
18. La Cienega Blvd. & I-405 SB Ramps N of Imperial	Construction AM	4	268	49	320	36	0	104	140	77	467	0	544	4	1	1	5	1010
	Construction PM	4	917	108	1029	98	0	160	258	69	546	0	615	28	0	0	28	1930
19. Century Blvd. & I-405 NB Ramps	Construction AM	24	0	0	24	6	1089	0	1096	106	0	682	788	251	350	7	608	2516
	Construction PM	32	0	0	32	17	891	0	908	408	0	429	837	616	1540	33	2189	3966

[1] Construction a.m. peak (6:00 - 7:00 a.m.), and the Construction p.m. peak (3:30 - 4:30 p.m.).

Source: LAWA, Ricondo & Associates, Inc. Data collected by Wiltec in August 2008.

Table 2

Crossfield Taxiway EIR -- Cumulative Intersection Volumes Without Project at CFTP Peak (Fourth Quarter 2009)

	Intersection	Peak Hour [1]	North Approach [2]				East Approach [2]				South Approach [2]				West Approach [2]				Intersection Total
			Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	
1.	Imperial Hwy. & Pershing Dr.	Construction AM	42	2	527	566	757	254	8	1003	1	0	1	3	4	245	135	385	1956
		Construction PM	169	26	773	952	652	476	4	1132	7	0	4	11	0	502	138	640	2734
2.	Imperial Hwy. & Main St.	Construction AM	0	0	2	2	4	843	256	1074	470	0	213	683	93	653	0	741	2500
		Construction PM	0	0	2	2	0	879	550	1429	387	0	225	612	296	964	0	1244	3287
3.	Imperial Hwy. & Sepulveda Blvd.	Construction AM	20	1357	150	1527	185	141	154	480	476	1016	74	1567	96	204	128	428	4002
		Construction PM	39	1855	313	2207	334	308	228	869	1163	1870	177	3210	180	314	166	660	6947
4.	Imperial Hwy. & Nash St.	Construction AM	392	772	217	1367	0	591	148	739	15	0	7	23	66	370	0	436	2565
		Construction PM	195	193	175	563	0	879	60	939	95	0	73	168	55	798	0	853	2523
5.	Imperial Hwy. & Douglas St.	Construction AM	12	3	12	27	47	709	75	831	55	9	39	102	59	305	20	384	1344
		Construction PM	43	14	86	143	36	584	30	650	432	17	171	621	42	1003	39	1084	2498
6.	Imperial Hwy. & Aviation Blvd.	Construction AM	107	224	133	463	604	651	223	1478	92	404	159	655	61	194	82	337	2934
		Construction PM	108	558	436	1102	355	418	224	997	326	466	169	962	252	1063	237	1552	4612
7.	Imperial Hwy. & I-105 EB Ramps	Construction AM	0	0	0	0	0	759	53	812	267	0	766	1033	269	175	0	444	2289
		Construction PM	0	0	0	0	0	613	252	864	527	0	441	968	806	975	0	1781	3614
8.	Imperial Hwy. & La Cienega Blvd.	Construction AM	207	117	43	367	303	524	42	869	85	136	59	279	138	125	163	425	1940
		Construction PM	380	478	352	1210	197	406	47	650	613	207	77	897	238	1028	204	1470	4227
9.	Imperial Hwy. & I-405 NB Ramps	Construction AM	0	0	0	0	301	614	0	915	42	0	242	285	48	182	0	231	1430
		Construction PM	0	0	0	0	188	419	0	606	223	0	226	450	243	1709	0	1952	3008
10.	Century Blvd. & Aviation Blvd.	Construction AM	97	247	49	393	95	1185	62	1342	34	437	436	907	208	715	74	997	3639
		Construction PM	113	533	124	771	114	1258	96	1468	86	668	459	1213	424	1761	137	2322	5774
11.	Aviation Blvd. & 111th St.	Construction AM	41	547	57	644	66	26	26	117	54	941	22	1017	21	13	26	61	1838
		Construction PM	83	1117	88	1287	123	54	54	232	98	915	19	1033	30	80	77	186	2737
12.	La Cienega Blvd. & I-405 SB Ramps N of Century	Construction AM	0	260	124	384	45	0	552	598	77	595	0	672	0	0	0	0	1654
		Construction PM	0	709	163	872	171	0	665	836	73	605	0	679	0	0	0	0	2387
13.	La Cienega Blvd. & Century Blvd.	Construction AM	413	319	69	801	355	938	217	1510	139	269	113	520	264	428	66	758	3589
		Construction PM	451	598	377	1427	236	766	116	1118	621	308	154	1083	810	1233	166	2209	5837
14.	La Cienega Blvd. & I-405 SB Ramps S of Century	Construction AM	7	419	351	776	61	0	0	61	23	452	0	475	1	0	0	1	1313
		Construction PM	5	885	656	1546	477	0	0	477	35	629	0	664	0	0	0	0	2687
15.	La Cienega Blvd. & 104th St.	Construction AM	42	347	18	407	1	1	3	6	14	433	158	604	67	1	21	89	1105
		Construction PM	20	813	21	855	0	0	0	0	21	539	103	663	255	3	113	372	1890
16.	La Cienega Blvd. & Lennox Blvd.	Construction AM	1	306	37	345	139	0	99	237	23	482	0	504	0	0	0	0	1086
		Construction PM	1	918	222	1142	71	0	84	155	195	606	0	801	0	0	0	0	2097
17.	La Cienega Blvd. & 111th St.	Construction AM	95	292	0	387	0	0	0	0	0	396	120	517	31	0	61	91	995
		Construction PM	127	915	0	1042	0	0	0	0	0	581	105	686	192	0	179	370	2099
18.	La Cienega Blvd. & I-405 SB Ramps N of Imperial	Construction AM	4	285	50	339	37	0	106	143	79	476	0	555	4	1	1	5	1042
		Construction PM	4	968	117	1089	100	0	163	263	70	557	0	627	29	0	0	29	2008
19.	Century Blvd. & I-405 NB Ramps	Construction AM	24	0	0	24	7	1112	0	1119	108	0	703	811	256	357	7	620	2574
		Construction PM	33	0	0	33	17	909	0	926	416	0	439	856	628	1572	34	2234	4049

[1] Construction a.m. peak (6:00 - 7:00 a.m.), and the Construction p.m. peak (3:30 - 4:30 p.m.).

[2] 2008 traffic adjusted to construction peak hour was increased at 2% per year to determine 2009 traffic. This 2009 traffic was further adjusted by adding TBIT Reconfiguration Project construction trips.

Source: LAWA, Ricondo & Associates, Inc. Data collected by Wiltec in August 2008.

Table 3

Crossfield Taxiway EIR -- Cumulative Intersection Volumes Without Project at Overall Peak (Second Quarter 2010)

	Intersection	Peak Hour [1]	North Approach [2]				East Approach [2]				South Approach [2]				West Approach [2]				Intersection Total
			Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	
1.	Imperial Hwy. & Pershing Dr.	Construction AM	43	2	543	582	777	259	8	1028	1	0	1	3	4	250	138	392	2006
		Construction PM	173	26	793	976	670	486	4	1160	7	0	4	11	0	512	140	652	2800
2.	Imperial Hwy. & Main St.	Construction AM	0	0	2	2	4	852	261	1101	479	0	217	697	95	672	0	761	2561
		Construction PM	0	0	2	2	0	902	561	1463	394	0	230	624	302	989	0	1275	3364
3.	Imperial Hwy. & Sepulveda Blvd.	Construction AM	21	1384	153	1558	189	144	157	490	487	1037	76	1600	98	208	130	436	4084
		Construction PM	40	1892	319	2251	340	314	235	889	1187	1907	181	3275	183	320	170	673	7088
4.	Imperial Hwy. & Nash St.	Construction AM	400	787	222	1394	0	603	151	754	16	0	7	23	67	380	0	447	2618
		Construction PM	199	197	179	574	0	898	62	960	97	0	75	172	56	814	0	870	2576
5.	Imperial Hwy. & Douglas St.	Construction AM	12	3	13	28	48	723	77	848	56	9	39	105	60	313	20	393	1373
		Construction PM	44	15	87	146	36	596	30	662	441	18	175	634	43	1023	40	1105	2547
6.	Imperial Hwy. & Aviation Blvd.	Construction AM	109	228	135	473	631	664	228	1523	94	413	162	669	62	198	86	346	3011
		Construction PM	110	569	444	1124	366	428	230	1024	333	476	173	982	257	1084	242	1583	4712
7.	Imperial Hwy. & I-105 EB Ramps	Construction AM	0	0	0	0	0	776	54	830	272	0	795	1067	275	179	0	453	2350
		Construction PM	0	0	0	0	0	629	270	899	538	0	453	991	822	995	0	1817	3707
8.	Imperial Hwy. & La Cienega Blvd.	Construction AM	211	119	44	374	309	536	43	888	86	138	60	285	141	127	166	434	1981
		Construction PM	405	488	369	1262	201	415	48	664	625	211	78	915	242	1049	208	1499	4340
9.	Imperial Hwy. & I-405 NB Ramps	Construction AM	0	0	0	0	307	628	0	935	43	0	247	290	49	186	0	235	1460
		Construction PM	0	0	0	0	191	427	0	619	228	0	231	459	257	1745	0	2002	3080
10.	Century Blvd. & Aviation Blvd.	Construction AM	99	252	50	401	97	1209	63	1369	35	446	444	925	212	732	75	1019	3714
		Construction PM	115	544	127	787	117	1283	98	1497	90	682	470	1242	433	1797	139	2369	5895
11.	Aviation Blvd. & 111th St.	Construction AM	42	557	58	657	67	26	26	119	55	978	22	1056	22	13	27	62	1894
		Construction PM	84	1139	89	1313	130	55	55	240	100	938	20	1058	30	81	78	189	2800
12.	La Cienega Blvd. & I-405 SB Ramps N of Century	Construction AM	0	266	127	392	46	0	572	618	78	607	0	685	0	0	0	0	1696
		Construction PM	0	723	166	890	175	0	680	855	75	618	0	693	0	0	0	0	2438
13.	La Cienega Blvd. & Century Blvd.	Construction AM	421	335	70	826	362	957	232	1551	141	274	115	531	271	436	68	775	3683
		Construction PM	460	613	385	1458	240	781	122	1143	634	314	157	1105	827	1259	169	2256	5962
14.	La Cienega Blvd. & I-405 SB Ramps S of Century	Construction AM	7	450	358	815	63	0	0	63	23	461	0	484	1	0	0	1	1363
		Construction PM	5	908	669	1582	487	0	0	487	35	642	0	677	0	0	0	0	2747
15.	La Cienega Blvd. & 104th St.	Construction AM	42	377	18	438	1	1	3	6	14	441	161	616	87	1	22	110	1170
		Construction PM	21	835	22	878	0	0	0	0	22	549	105	676	265	3	115	384	1938
16.	La Cienega Blvd. & Lennox Blvd.	Construction AM	1	312	38	351	141	0	101	242	23	491	0	514	0	0	0	0	1107
		Construction PM	1	979	227	1207	73	0	85	158	199	618	0	817	0	0	0	0	2181
17.	La Cienega Blvd. & 111th St.	Construction AM	97	298	0	395	0	0	0	0	0	404	123	527	31	0	62	93	1014
		Construction PM	134	974	0	1108	0	0	0	0	0	593	107	700	196	0	182	378	2186
18.	La Cienega Blvd. & I-405 SB Ramps N of Imperial	Construction AM	4	290	51	345	38	0	108	146	80	486	0	566	4	1	1	5	1063
		Construction PM	4	1015	129	1148	102	0	166	268	72	568	0	640	29	0	0	29	2086
19.	Century Blvd. & I-405 NB Ramps	Construction AM	25	0	0	25	7	1136	0	1143	110	0	727	837	261	364	7	633	2637
		Construction PM	33	0	0	33	18	928	0	945	424	0	451	875	641	1605	34	2280	4134

[1] Construction a.m. peak (6:00 - 7:00 a.m.), and the Construction p.m. peak (3:30 - 4:30 p.m.).

[2] 2008 traffic adjusted to construction peak hour was increased at 2% per year to determine 2009 traffic. This 2009 traffic was further adjusted by adding TBIT Reconfiguration Project construction trips.

Source: LAWA, Ricondo & Associates, Inc. Data collected by Wiltec in August 2008.

Table 4

Crossfield Taxiway EIR -- Project Plus Baseline (2008) Intersection Volumes

Intersection	Peak Hour [1]	North Approach [2]				East Approach [2]				South Approach [2]				West Approach [2]				Intersection Total
		Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	
1. Imperial Hwy. & Pershing Dr.	Construction AM	41	2	527	571	742	249	8	999	1	0	1	3	4	240	132	377	1950
	Construction PM	166	25	759	950	656	467	4	1127	7	0	4	11	0	492	135	627	2715
2. Imperial Hwy. & Main St.	Construction AM	0	0	2	2	4	815	251	1069	461	0	209	670	92	651	0	742	2483
	Construction PM	0	0	2	2	0	879	539	1418	379	0	221	600	290	947	0	1237	3257
3. Imperial Hwy. & Sepulveda Blvd.	Construction AM	20	1331	147	1497	182	139	151	471	472	996	73	1542	94	200	125	420	3930
	Construction PM	38	1819	307	2164	327	304	229	860	1142	1833	174	3149	176	310	163	649	6822
4. Imperial Hwy. & Nash St.	Construction AM	370	757	213	1340	0	580	145	725	15	0	7	22	64	369	0	434	2521
	Construction PM	191	189	172	552	0	869	60	929	93	0	72	165	54	786	0	840	2486
5. Imperial Hwy. & Douglas St.	Construction AM	11	3	12	26	46	695	74	815	55	9	38	101	58	305	19	382	1325
	Construction PM	42	14	84	140	35	575	29	639	424	17	168	609	41	986	38	1065	2453
6. Imperial Hwy. & Aviation Blvd.	Construction AM	104	220	130	454	634	639	219	1491	90	399	156	645	59	190	88	337	2928
	Construction PM	106	547	427	1080	359	418	222	999	320	458	166	944	247	1042	236	1525	4548
7. Imperial Hwy. & I-105 EB Ramps	Construction AM	0	0	0	0	0	750	52	801	262	0	787	1049	264	172	0	436	2286
	Construction PM	0	0	0	0	0	614	283	897	517	0	442	959	790	956	0	1746	3602
8. Imperial Hwy. & La Cienega Blvd.	Construction AM	203	114	42	360	297	519	41	857	83	133	58	274	135	122	160	417	1908
	Construction PM	421	469	374	1264	193	400	46	639	601	203	75	879	233	1008	200	1441	4223
9. Imperial Hwy. & I-405 NB Ramps	Construction AM	0	0	0	0	295	607	0	902	41	0	237	279	47	179	0	226	1407
	Construction PM	0	0	0	0	184	412	0	596	219	0	222	441	262	1681	0	1943	2980
10. Century Blvd. & Aviation Blvd.	Construction AM	95	242	49	386	93	1162	61	1316	34	428	427	889	204	708	72	984	3574
	Construction PM	111	523	122	756	112	1233	94	1439	90	656	456	1202	416	1728	134	2278	5675
11. Aviation Blvd. & 111th St.	Construction AM	40	536	56	632	64	25	25	115	53	974	21	1048	21	13	26	59	1854
	Construction PM	81	1095	86	1262	132	53	53	238	96	913	19	1028	29	78	75	182	2710
12. La Cienega Blvd. & I-405 SB Ramps N of Century	Construction AM	0	256	122	378	44	0	566	610	75	584	0	659	0	0	0	0	1647
	Construction PM	0	695	160	855	168	0	658	826	72	595	0	667	0	0	0	0	2348
13. La Cienega Blvd. & Century Blvd.	Construction AM	405	338	67	811	348	920	243	1511	136	263	111	510	265	419	65	749	3581
	Construction PM	442	593	370	1405	231	751	122	1104	609	302	151	1062	796	1213	164	2173	5744
14. La Cienega Blvd. & I-405 SB Ramps S of Century	Construction AM	6	473	344	824	60	0	0	60	22	444	0	466	1	0	0	1	1350
	Construction PM	5	883	643	1531	468	0	0	468	34	617	0	651	0	0	0	0	2650
15. La Cienega Blvd. & 104th St.	Construction AM	41	403	17	461	1	1	3	6	14	424	155	592	118	1	21	140	1199
	Construction PM	20	813	21	854	0	0	0	0	21	528	101	650	266	3	111	380	1884
16. La Cienega Blvd. & Lennox Blvd.	Construction AM	1	300	36	338	136	0	97	233	22	472	0	494	0	0	0	0	1065
	Construction PM	1	1017	218	1236	70	0	82	152	191	594	0	785	0	0	0	0	2173
17. La Cienega Blvd. & 111th St.	Construction AM	93	287	0	380	0	0	0	0	0	388	118	506	30	0	59	89	976
	Construction PM	137	1008	0	1145	0	0	0	0	0	570	103	673	188	0	175	363	2181
18. La Cienega Blvd. & I-405 SB Ramps N of Imperial	Construction AM	4	280	49	332	36	0	104	140	77	467	0	544	4	1	1	5	1022
	Construction PM	4	1026	141	1172	98	0	160	258	69	546	0	615	28	0	0	28	2073
19. Century Blvd. & I-405 NB Ramps	Construction AM	24	0	0	24	6	1094	0	1101	106	0	716	822	251	350	7	608	2554
	Construction PM	32	0	0	32	17	892	0	909	408	0	438	846	616	1545	33	2194	3981

[1] Construction a.m. peak (6:00 - 7:00 a.m.), and the Construction p.m. peak (3:30 - 4:30 p.m.).

[2] 2008 Baseline Intersection Volumes plus Crossfield Taxiway Project Construction Trips.

Source: LAWA, HNTB, Ricondo & Associates, Inc. Data collected by Wiltec in August 2008.

Table 5

Crossfield Taxiway EIR -- Cumulative Intersection Volumes With Project at CFTP Peak (Fourth Quarter 2009)

	Intersection	Peak Hour [1]	North Approach [2]				East Approach [2]				South Approach [2]				West Approach [2]				Intersection Total
			Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	
1.	Imperial Hwy. & Pershing Dr.	Construction AM	42	2	559	598	789	254	8	1035	1	0	1	3	4	245	135	385	2020
		Construction PM	169	26	805	984	684	476	4	1165	7	0	4	11	0	502	138	640	2800
2.	Imperial Hwy. & Main St.	Construction AM	0	0	2	2	4	875	256	1106	470	0	213	683	93	685	0	773	2564
		Construction PM	0	0	2	2	0	912	550	1462	387	0	225	612	296	997	0	1277	3353
3.	Imperial Hwy. & Sepulveda Blvd.	Construction AM	20	1357	150	1527	185	153	154	492	483	1016	74	1574	96	216	128	440	4034
		Construction PM	39	1855	313	2207	334	322	235	891	1165	1870	177	3212	180	328	166	674	6984
4.	Imperial Hwy. & Nash St.	Construction AM	392	772	217	1367	0	603	148	751	15	0	7	23	66	390	0	456	2596
		Construction PM	195	193	175	563	0	900	61	961	95	0	73	168	55	814	0	869	2562
5.	Imperial Hwy. & Douglas St.	Construction AM	12	3	12	27	47	721	75	843	56	9	39	103	59	324	20	403	1377
		Construction PM	43	14	86	143	36	598	30	664	432	17	171	621	42	1017	39	1098	2526
6.	Imperial Hwy. & Aviation Blvd.	Construction AM	107	224	133	463	657	663	223	1543	92	408	159	659	61	194	103	357	3023
		Construction PM	108	558	436	1102	368	440	228	1036	326	467	169	963	252	1063	253	1568	4668
7.	Imperial Hwy. & I-105 EB Ramps	Construction AM	0	0	0	0	0	778	53	830	267	0	812	1079	269	175	0	444	2354
		Construction PM	0	0	0	0	0	640	298	938	527	0	453	980	806	975	0	1781	3699
8.	Imperial Hwy. & La Cienega Blvd.	Construction AM	219	117	43	379	303	530	42	875	85	136	59	280	138	125	163	425	1959
		Construction PM	453	479	389	1320	197	408	47	652	613	207	77	897	238	1028	204	1470	4338
9.	Imperial Hwy. & I-405 NB Ramps	Construction AM	0	0	0	0	301	620	0	921	42	0	242	285	48	182	0	231	1437
		Construction PM	0	0	0	0	188	420	0	608	223	0	226	450	274	1715	0	1989	3047
10.	Century Blvd. & Aviation Blvd.	Construction AM	97	247	50	394	95	1185	62	1342	34	437	436	907	208	724	74	1005	3648
		Construction PM	113	533	125	771	114	1258	96	1468	93	669	467	1229	424	1763	137	2324	5792
11.	Aviation Blvd. & 111th St.	Construction AM	41	547	57	644	66	26	26	117	54	1018	22	1094	21	13	26	61	1915
		Construction PM	83	1117	88	1287	138	54	54	246	98	946	19	1063	30	80	77	186	2782
12.	La Cienega Blvd. & I-405 SB Ramps N of Century	Construction AM	0	262	124	386	45	0	583	628	77	595	0	672	0	0	0	0	1686
		Construction PM	0	709	163	873	171	0	672	844	73	607	0	681	0	0	0	0	2397
13.	La Cienega Blvd. & Century Blvd.	Construction AM	413	351	69	833	355	938	255	1548	139	269	113	520	272	428	66	766	3668
		Construction PM	451	607	377	1435	236	766	126	1128	621	308	154	1083	812	1238	167	2218	5864
14.	La Cienega Blvd. & I-405 SB Ramps S of Century	Construction AM	7	498	351	855	61	0	0	61	23	452	0	475	1	0	0	1	1392
		Construction PM	5	905	656	1566	477	0	0	477	35	629	0	664	0	0	0	0	2707
15.	La Cienega Blvd. & 104th St.	Construction AM	42	426	18	486	1	1	3	6	14	433	158	604	145	1	21	167	1262
		Construction PM	20	833	21	875	0	0	0	0	21	539	103	663	286	3	113	402	1941
16.	La Cienega Blvd. & Lennox Blvd.	Construction AM	1	318	37	357	139	0	99	237	23	482	0	504	0	0	0	0	1098
		Construction PM	1	1077	222	1301	71	0	84	155	195	606	0	801	0	0	0	0	2256
17.	La Cienega Blvd. & 111th St.	Construction AM	95	304	0	399	0	0	0	0	0	396	120	517	31	0	61	91	1007
		Construction PM	143	1067	0	1210	0	0	0	0	0	581	105	686	192	0	179	370	2266
18.	La Cienega Blvd. & I-405 SB Ramps N of Imperial	Construction AM	4	297	50	351	37	0	106	143	79	476	0	555	4	1	1	5	1054
		Construction PM	4	1077	151	1232	100	0	163	263	70	557	0	627	29	0	0	29	2151
19.	Century Blvd. & I-405 NB Ramps	Construction AM	24	0	0	24	7	1117	0	1124	108	0	737	845	256	357	7	620	2613
		Construction PM	33	0	0	33	17	910	0	928	416	0	448	864	628	1577	34	2239	4063

[1] Construction a.m. peak (6:00 - 7:00 a.m.), and the Construction p.m. peak (3:30 - 4:30 p.m.).

[2] 2009 Adjusted Baseline Intersection Volumes plus Crossfield Taxiway Project Construction Trips.

Source: LAWA, HNTB, Ricondo & Associates, Inc. Data collected by Wiltec in August 2008.

Table 6

Crossfield Taxiway EIR -- Cumulative Intersection Volumes With Project at Overall Peak (Second Quarter 2010)

Intersection	Peak Hour [1]	North Approach [2]				East Approach [2]				South Approach [2]				West Approach [2]				Intersection Total
		Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	
1. Imperial Hwy. & Pershing Dr.	Construction AM	43	2	572	612	806	259	8	1057	1	0	1	3	4	250	138	392	2064
	Construction PM	173	26	824	1007	701	486	4	1191	7	0	4	11	0	512	140	652	2862
2. Imperial Hwy. & Main St.	Construction AM	0	0	2	2	4	881	261	1130	479	0	217	697	95	701	0	790	2619
	Construction PM	0	0	2	2	0	933	561	1494	394	0	230	624	302	1020	0	1306	3426
3. Imperial Hwy. & Sepulveda Blvd.	Construction AM	21	1384	153	1558	189	156	157	502	494	1037	76	1607	98	220	130	448	4114
	Construction PM	40	1892	319	2251	340	328	241	909	1189	1907	181	3277	183	334	170	687	7124
4. Imperial Hwy. & Nash St.	Construction AM	400	787	222	1394	0	615	151	766	16	0	7	23	67	398	0	465	2648
	Construction PM	199	197	179	574	0	919	63	982	97	0	75	172	56	830	0	886	2613
5. Imperial Hwy. & Douglas St.	Construction AM	12	3	13	28	48	735	77	860	57	9	39	106	60	331	20	412	1405
	Construction PM	44	15	87	146	36	610	30	676	441	18	175	634	43	1037	40	1119	2575
6. Imperial Hwy. & Aviation Blvd.	Construction AM	109	228	135	473	679	676	228	1583	94	416	162	672	62	198	106	366	3093
	Construction PM	110	569	444	1124	378	450	233	1061	333	477	173	982	257	1084	258	1599	4766
7. Imperial Hwy. & I-105 EB Ramps	Construction AM	0	0	0	0	0	794	54	848	272	0	836	1109	275	179	0	453	2409
	Construction PM	0	0	0	0	0	655	312	967	538	0	464	1002	822	995	0	1817	3785
8. Imperial Hwy. & La Cienega Blvd.	Construction AM	223	119	44	386	309	542	43	894	86	138	61	285	141	127	166	434	1999
	Construction PM	471	488	403	1362	201	416	48	665	625	211	78	915	242	1049	208	1499	4441
9. Imperial Hwy. & I-405 NB Ramps	Construction AM	0	0	0	0	307	634	0	941	43	0	247	290	49	186	0	235	1466
	Construction PM	0	0	0	0	191	429	0	620	228	0	231	459	284	1751	0	2035	3114
10. Century Blvd. & Aviation Blvd.	Construction AM	99	252	51	402	97	1209	63	1369	35	446	444	925	212	739	75	1027	3722
	Construction PM	115	544	127	787	117	1283	98	1497	96	683	478	1256	433	1799	139	2371	5911
11. Aviation Blvd. & 111th St.	Construction AM	42	557	58	657	67	26	26	119	55	1049	22	1126	22	13	27	62	1964
	Construction PM	84	1139	89	1313	143	55	55	253	100	967	20	1087	30	81	78	189	2842
12. La Cienega Blvd. & I-405 SB Ramps N of Century	Construction AM	0	267	127	394	46	0	599	646	78	607	0	685	0	0	0	0	1725
	Construction PM	0	724	166	890	175	0	687	862	75	620	0	694	0	0	0	0	2447
13. La Cienega Blvd. & Century Blvd.	Construction AM	421	364	70	855	362	957	267	1586	141	274	115	531	279	436	68	783	3754
	Construction PM	460	620	385	1465	240	781	130	1152	634	314	157	1105	829	1264	171	2264	5986
14. La Cienega Blvd. & I-405 SB Ramps S of Century	Construction AM	7	521	358	886	63	0	0	63	23	461	0	484	1	0	0	1	1434
	Construction PM	5	926	669	1600	487	0	0	487	35	642	0	677	0	0	0	0	2765
15. La Cienega Blvd. & 104th St.	Construction AM	42	448	18	509	1	1	3	6	14	441	161	616	159	1	22	181	1312
	Construction PM	21	853	22	896	0	0	0	0	22	549	105	676	294	3	115	413	1985
16. La Cienega Blvd. & Lennox Blvd.	Construction AM	1	324	38	363	141	0	101	242	23	491	0	514	0	0	0	0	1120
	Construction PM	1	1123	227	1351	73	0	85	158	199	618	0	817	0	0	0	0	2325
17. La Cienega Blvd. & 111th St.	Construction AM	97	310	0	407	0	0	0	0	0	404	123	527	31	0	62	93	1027
	Construction PM	148	1111	0	1259	0	0	0	0	0	593	107	700	196	0	182	378	2337
18. La Cienega Blvd. & I-405 SB Ramps N of Imperial	Construction AM	4	302	51	357	38	0	108	146	80	486	0	566	4	1	1	5	1075
	Construction PM	4	1114	159	1278	102	0	166	268	72	568	0	640	29	0	0	29	2215
19. Century Blvd. & I-405 NB Ramps	Construction AM	25	0	0	25	7	1140	0	1147	110	0	757	867	261	364	7	633	2671
	Construction PM	33	0	0	33	18	929	0	946	424	0	458	883	641	1609	34	2284	4147

[1] Construction a.m. peak (6:00 - 7:00 a.m.), and the Construction p.m. peak (3:30 - 4:30 p.m.).

[2] 2010 Adjusted Baseline Intersection Volumes plus Crossfield Taxiway Project Construction Trips.

Source: LAWA, HNTB, Ricondo & Associates, Inc. Data collected by Wiltec in August 2008.

Appendix B-3
LAX Crossfield Taxiway Project Draft EIR

Study Area Intersection Capacity Analysis

September 2008

Prepared for:

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2010 With Project AM Peak

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1. CAPACITY ANALYSIS RESULTS

Appendix B-3 provides the capacity analysis results for each condition and scenario evaluated in the traffic study. The tables included summarize the V/C ratios and level of service results for the two analysis peak hours, construction a.m. peak hour, and construction p.m. peak hour, for the Baseline With and Without Project (2008), Cumulative Traffic With and Without Project at CFTP Project Peak (Fourth Quarter 2009) and Cumulative Traffic With and Without Project at Overall Peak (Second Quarter 2010). In addition, the TRAFFIX analysis report outputs are included for each analysis condition and evaluation hours.

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Table 1

Level of Service (2008)

			2008 Adjusted				2008 With Project					
		Peak Hour[1]	V/C	ATSAC[2]	Adjusted V/C	LOS	V/C	ATSAC[2]	Adjusted V/C	LOS	V/C Change	Significant Impact?
1.	Imperial Hwy @ Pershing Dr.	Construction AM	0.571	0.07	0.501	A	0.594	0.07	0.524	A	0.023	--
		Construction PM	0.531	0.07	0.461	A	0.545	0.07	0.475	A	0.014	--
2.	Imperial Hwy @ Main St.	Construction AM	0.475	0.07	0.405	A	0.487	0.07	0.417	A	0.012	--
		Construction PM	0.786	0.07	0.716	C	0.797	0.07	0.727	C	0.011	--
3.	Imperial Hwy @ Sepulveda Blvd.	Construction AM	0.579	0.07	0.509	A	0.584	0.07	0.514	A	0.005	--
		Construction PM	1.255	0.07	1.185	F	1.256	0.07	1.186	F	0.001	--
4.	Imperial Hwy @ Nash St.	Construction AM	0.447	0.07	0.377	A	0.452	0.07	0.382	A	0.005	--
		Construction PM	0.37	0.07	0.3	A	0.374	0.07	0.304	A	0.004	--
5.	Imperial Hwy @ Douglas St.	Construction AM	0.217	0.07	0.147	A	0.22	0.07	0.15	A	0.003	--
		Construction PM	0.594	0.07	0.524	A	0.6	0.07	0.53	A	0.006	--
6.	Imperial Hwy @ Aviation Blvd.	Construction AM	0.593	0.07	0.523	A	0.641	0.07	0.571	A	0.048	--
		Construction PM	0.737	0.07	0.667	B	0.739	0.07	0.669	B	0.002	--
7.	Imperial Hwy @ 105 Ramp	Construction AM	0.562	0.07	0.492	A	0.588	0.07	0.518	A	0.026	--
		Construction PM	0.599	0.07	0.529	A	0.622	0.07	0.552	A	0.023	--
8.	Imperial Hwy @ La Cienega Blvd	Construction AM	0.29	0.07	0.22	A	0.295	0.07	0.225	A	0.005	--
		Construction PM	0.638	0.07	0.568	A	0.653	0.07	0.583	A	0.015	--
9.	Imperial Hwy @ 405 North Ramp	Construction AM	0.246		0.246	A	0.248		0.248	A	0.002	--
		Construction PM	0.554		0.554	A	0.556		0.556	A	0.002	--
10.	Aviation Blvd @ Century Blvd.	Construction AM	0.539	0.07	0.469	A	0.539	0.07	0.469	A	0.000	--
		Construction PM	0.827	0.07	0.757	C	0.831	0.07	0.761	C	0.004	--
11.	Aviation Blvd @ 111th St.	Construction AM	0.414	0.07	0.344	A	0.44	0.07	0.37	A	0.026	--
		Construction PM	0.533	0.07	0.463	A	0.532	0.07	0.462	A	0.000	--
12.	La Cienega Blvd @ 405 S/B Ramp	Construction AM	0.512	0.07	0.442	A	0.524	0.07	0.454	A	0.012	--
		Construction PM	0.63	0.07	0.56	A	0.634	0.07	0.564	A	0.004	--
13.	La Cienega Blvd. @ Century Blvd.	Construction AM	0.462	0.07	0.392	A	0.492	0.07	0.422	A	0.030	--
		Construction PM	0.98	0.07	0.91	E	0.982	0.07	0.912	E	0.002	--
14.	La Cienega Blvd. @ 405 S/B Ramp	Construction AM	0.308	0.07	0.238	A	0.308	0.07	0.238	A	0.000	--
		Construction PM	0.494	0.07	0.424	A	0.494	0.07	0.424	A	0.000	--
15	La Cienega Blvd. @ 104th St.	Construction AM	0.224	0.07	0.154	A	0.298	0.07	0.228	A	0.074	--
		Construction PM	0.426	0.07	0.356	A	0.452	0.07	0.382	A	0.026	--
16.	La Cienega Blvd. @ Lennox Blvd.	Construction AM	0.294	0.07	0.224	A	0.294	0.07	0.224	A	0.000	--
		Construction PM	0.478	0.07	0.408	A	0.478	0.07	0.408	A	0.000	--

Table 1

Level of Service (2008)

		2008 Adjusted				2008 With Project					
	Peak Hour[1]	V/C	ATSAC[2]	Adjusted V/C	LOS	V/C	ATSAC[2]	Adjusted V/C	LOS	V/C Change	Significant Impact?
17. La Cienega @ 111th Street	Construction AM	0.192	0.07	0.122	A	0.194	0.07	0.124	A	0.002	--
	Construction PM	0.433	0.07	0.363	A	0.472	0.07	0.402	A	0.039	--
18. La Cienega @ 405 S/B Ramp	Construction AM	0.243	0.07	0.173	A	0.243	0.07	0.173	A	0.000	--
	Construction PM	0.349	0.07	0.279	A	0.372	0.07	0.302	A	0.023	--
19. Century Blvd@ 405 N/B Ramp	Construction AM	0.541		0.541	A	0.555		0.555	A	0.014	--
	Construction PM	0.577		0.577	A	0.581		0.581	A	0.004	--

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

[2] An LADOT ATSAC benefit was applied at each intersection with the exception of intersections 9, and 19, which are not a part of the LADOT system.

Source: Ricondo & Associates, Inc., using Traffix, August 2008.

Table 2

Level of Service for Cumulative Traffic at CFTP Peak (Fourth Quarter 2009)

			2009 Without Project				2009 With Project					
		Peak Hour[1]	V/C	ATSAC[2]	Adjusted V/C	LOS	V/C	ATSAC[2]	Adjusted V/C	LOS	V/C Change	Significant Impact?
1.	Imperial Hwy @ Pershing Dr.	Construction AM	0.606	0.07	0.536	A	0.629	0.07	0.559	A	0.023	--
		Construction PM	0.555	0.07	0.485	A	0.568	0.07	0.498	A	0.013	--
2.	Imperial Hwy @ Main St.	Construction AM	0.492	0.07	0.422	A	0.504	0.07	0.434	A	0.012	--
		Construction PM	0.812	0.07	0.742	C	0.824	0.07	0.754	C	0.012	--
3.	Imperial Hwy @ Sepulveda Blvd.	Construction AM	0.592	0.07	0.522	A	0.597	0.07	0.527	A	0.005	--
		Construction PM	1.28	0.07	1.21	F	1.282	0.07	1.212	F	0.002	--
4.	Imperial Hwy @ Nash St.	Construction AM	0.464	0.07	0.394	A	0.469	0.07	0.399	A	0.005	--
		Construction PM	0.379	0.07	0.309	A	0.384	0.07	0.314	A	0.005	--
5.	Imperial Hwy @ Douglas St.	Construction AM	0.225	0.07	0.155	A	0.228	0.07	0.158	A	0.003	--
		Construction PM	0.611	0.07	0.541	A	0.617	0.07	0.547	A	0.006	--
6.	Imperial Hwy @ Aviation Blvd.	Construction AM	0.619	0.07	0.549	A	0.667	0.07	0.597	A	0.048	--
		Construction PM	0.752	0.07	0.682	B	0.754	0.07	0.684	B	0.002	--
7.	Imperial Hwy @ 105 Ramp	Construction AM	0.582	0.07	0.512	A	0.608	0.07	0.538	A	0.026	--
		Construction PM	0.616	0.07	0.546	A	0.639	0.07	0.569	A	0.023	--
8.	Imperial Hwy @ La Cienega Blvd	Construction AM	0.299	0.07	0.229	A	0.302	0.07	0.232	A	0.003	--
		Construction PM	0.654	0.07	0.584	A	0.669	0.07	0.599	A	0.015	--
9.	Imperial Hwy @ 405 North Ramp	Construction AM	0.252		0.252	A	0.253		0.253	A	0.001	--
		Construction PM	0.565		0.565	A	0.567		0.567	A	0.002	--
10.	Aviation Blvd @ Century Blvd.	Construction AM	0.551	0.07	0.481	A	0.551	0.07	0.481	A	0.000	--
		Construction PM	0.845	0.07	0.775	C	0.848	0.07	0.778	C	0.003	--
11.	Aviation Blvd @ 111th St.	Construction AM	0.431	0.07	0.361	A	0.457	0.07	0.387	A	0.026	--
		Construction PM	0.546	0.07	0.476	A	0.556	0.07	0.486	A	0.010	--
12.	La Cienega Blvd @ 405 S/B Ramp	Construction AM	0.525	0.07	0.455	A	0.537	0.07	0.467	A	0.012	--
		Construction PM	0.643	0.07	0.573	A	0.647	0.07	0.577	A	0.004	--
13.	La Cienega Blvd. @ Century Blvd.	Construction AM	0.474	0.07	0.404	A	0.511	0.07	0.441	A	0.037	--
		Construction PM	1.000	0.07	0.93	E	1.001	0.07	0.931	E	0.001	--
14.	La Cienega Blvd. @ 405 S/B Ramp	Construction AM	0.314	0.07	0.244	A	0.314	0.07	0.244	A	0.000	--
		Construction PM	0.504	0.07	0.434	A	0.504	0.07	0.434	A	0.000	--
15.	La Cienega Blvd. @ 104th St	Construction AM	0.251	0.07	0.181	A	0.324	0.07	0.254	A	0.073	--
		Construction PM	0.446	0.07	0.376	A	0.473	0.07	0.403	A	0.027	--
16.	La Cienega Blvd. @ Lennox Blvd.	Construction AM	0.301	0.07	0.231	A	0.301	0.07	0.231	A	0.000	--
		Construction PM	0.487	0.07	0.417	A	0.487	0.07	0.417	A	0.000	--

Table 2

Level of Service for Cumulative Traffic at CFTP Peak (Fourth Quarter 2009)

			2009 Without Project				2009 With Project					
		Peak Hour[1]	V/C	ATSAC[2]	Adjusted V/C	LOS	V/C	ATSAC[2]	Adjusted V/C	LOS	V/C Change	Significant Impact?
17.	La Cienega @ 111th Street	Construction AM	0.198	0.07	0.128	A	0.201	0.07	0.131	A	0.003	--
		Construction PM	0.452		0.382	A	0.491		0.421	A	0.039	--
18.	La Cienega @ 405 S/B Ramp	Construction AM	0.247	0.07	0.177	A	0.247	0.07	0.177	A	0.000	--
		Construction PM	0.361		0.291	A	0.385		0.315	A	0.024	--
19.	Century Blvd@ 405 N/B Ramp	Construction AM	0.555		0.555	A	0.569		0.569	A	0.014	--
		Construction PM	0.59		0.59	A	0.594		0.594	A	0.004	--

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

[2] An LADOT ATSAC benefit was applied at each intersection with the exception of intersections 9, and 19, which are not a part of the LADOT system.

Source: Ricondo & Associates, Inc., using Traffix, August 2008.

Table 3

Level of Service for Cumulative Traffic at Overall Peak (Second Quarter 2010)

			2010 Without Project				2010 With Project					
		Peak Hour[1]	V/C	ATSAC[2]	Adjusted V/C	LOS	V/C	ATSAC[2]	Adjusted V/C	LOS	V/C Change	Significant Impact?
1.	Imperial Hwy @ Pershing Dr.	Construction AM	0.622	0.07	0.552	A	0.643	0.07	0.573	A	0.021	--
		Construction PM	0.567	0.07	0.497	A	0.58	0.07	0.51	A	0.013	--
2.	Imperial Hwy @ Main St.	Construction AM	0.504	0.07	0.434	A	0.514	0.07	0.444	A	0.010	--
		Construction PM	0.831	0.07	0.761	C	0.842	0.07	0.772	C	0.011	--
3.	Imperial Hwy @ Sepulveda Blvd.	Construction AM	0.605	0.07	0.535	A	0.61	0.07	0.54	A	0.005	--
		Construction PM	1.306	0.07	1.236	F	1.308	0.07	1.238	F	0.002	--
4.	Imperial Hwy @ Nash St.	Construction AM	0.474	0.07	0.404	A	0.478	0.07	0.408	A	0.004	--
		Construction PM	0.388	0.07	0.318	A	0.392	0.07	0.322	A	0.004	--
5.	Imperial Hwy @ Douglas St.	Construction AM	0.229	0.07	0.159	A	0.232	0.07	0.162	A	0.003	--
		Construction PM	0.621	0.07	0.551	A	0.628	0.07	0.558	A	0.007	--
6.	Imperial Hwy @ Aviation Blvd.	Construction AM	0.643	0.07	0.573	A	0.687	0.07	0.617	B	0.044	--
		Construction PM	0.768	0.07	0.698	B	0.769	0.07	0.699	B	0.001	--
7.	Imperial Hwy @ 105 Ramp	Construction AM	0.6	0.07	0.53	A	0.623	0.07	0.553	A	0.023	--
		Construction PM	0.635	0.07	0.565	A	0.656	0.07	0.586	A	0.021	--
8.	Imperial Hwy @ La Cienega Blvd	Construction AM	0.305	0.07	0.235	A	0.309	0.07	0.239	A	0.004	--
		Construction PM	0.671	0.07	0.601	B	0.685	0.07	0.615	B	0.014	--
9.	Imperial Hwy @ 405 North Ramp	Construction AM	0.257		0.257	A	0.259		0.259	A	0.002	--
		Construction PM	0.577		0.577	A	0.579		0.579	A	0.002	--
10.	Aviation Blvd @ Century Blvd.	Construction AM	0.561	0.07	0.491	A	0.561	0.07	0.491	A	0.000	--
		Construction PM	0.863	0.07	0.793	C	0.866	0.07	0.796	C	0.003	--
11.	Aviation Blvd @ 111th St.	Construction AM	0.446	0.07	0.376	A	0.469	0.07	0.399	A	0.023	--
		Construction PM	0.56	0.07	0.49	A	0.562	0.07	0.492	A	0.002	--
12.	La Cienega Blvd @ 405 S/B Ramp	Construction AM	0.539	0.07	0.469	A	0.549	0.07	0.479	A	0.010	--
		Construction PM	0.657	0.07	0.587	A	0.661	0.07	0.591	A	0.004	--
13.	La Cienega Blvd. @ Century Blvd.	Construction AM	0.480	0.07	0.41	A	0.529	0.07	0.459	A	0.049	--
		Construction PM	1.020	0.07	0.95	E	1.022	0.07	0.952	E	0.002	--
14.	La Cienega Blvd. @ 405 S/B Ramp	Construction AM	0.32	0.07	0.25	A	0.32	0.07	0.25	A	0.000	--
		Construction PM	0.514	0.07	0.444	A	0.514	0.07	0.444	A	0.000	--
15.	La Cienega Blvd. @ Lennox Blvd.	Construction AM	0.274	0.07	0.204	A	0.341	0.07	0.271	A	0.067	--
		Construction PM	0.46	0.07	0.39	A	0.484	0.07	0.414	A	0.024	--
16.	La Cienega Blvd. @ Lennox Blvd.	Construction AM	0.306	0.07	0.236	A	0.306	0.07	0.236	A	0.000	--
		Construction PM	0.497	0.07	0.427	A	0.497	0.07	0.427	A	0.000	--

Table 3

Level of Service for Cumulative Traffic at Overall Peak (Second Quarter 2010)

			2010 Without Project				2010 With Project					
		Peak Hour[1]	V/C	ATSAC[2]	Adjusted V/C	LOS	V/C	ATSAC[2]	Adjusted V/C	LOS	V/C Change	Significant Impact?
17.	La Cienega @ 111th Street	Construction AM	0.203	0.07	0.133	A	0.205	0.07	0.135	A	0.002	--
		Construction PM	0.472		0.402	A	0.507		0.437	A	0.035	--
18.	La Cienega @ 405 S/B Ramp	Construction AM	0.252	0.07	0.182	A	0.252	0.07	0.182	A	0.000	--
		Construction PM	0.374		0.304	A	0.395		0.325	A	0.021	--
19.	Century Blvd@ 405 N/B Ramp	Construction AM	0.57		0.57	A	0.583		0.583	A	0.013	--
		Construction PM	0.603		0.603	B	0.606		0.606	B	0.003	--

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

[2] An LADOT ATSAC benefit was applied at each intersection with the exception of intersections 9, and 19, which are not a part of the LADOT system.

Source: Ricondo & Associates, Inc., using Traffix, August 2008.

TRAFFIX Analysis Reports

```
Baseline 2008-AM Peak
-------------------------------------------------------------------------------
                    Crossfield Taxiway Construction Project
-------------------------------------------------------------------------------
                                Scenario Report
Scenario:             Baseline 2008-AM Peak (6:00-7:00 AM)

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

```
Baseline 2008-AM Peak
--------------------------------------------------------------------------------
                    Crossfield Taxiway Construction Project
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #1 IMPERIAL HWY @ PERSHING DR.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.571
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       99               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        Protected
Rights:           Include          Include          Include           Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  1! 0  0    1  1  0  0  1    2  0  1  1  0    1  0  2  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       1    0     1   495    2    41   132  240     4     8  249   710
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    1    0     1   495    2    41   132  240     4     8  249   710
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     1    0     1   495    2    41   132  240     4     8  249   710
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    1    0     1   495    2    41   132  240     4     8  249   710
PCE Adj:     1.00 1.00  1.00  1.00 1.00  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  1.00
Final Vol.:     1    0     1   545    2    41   145  240     4     8  249   710
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.50 0.00  0.50  1.99 0.01  1.00  2.00 1.97  0.03  1.00 2.00  1.00
Final Sat.:   688    0   688  2740   10  1375  2750 2705    45  1375 2750  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.00  0.20 0.20  0.03  0.05 0.09  0.09  0.01 0.09  0.52
Crit Vol:                 2     0              73                         710
Crit Moves:            ****  ****            ****                       ****
********************************************************************************
```

```
Baseline 2008-AM Peak
--------------------------------------------------------------------------------
                    Crossfield Taxiway Construction Project
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
              Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #2 IMPERIAL HWY @MAIN STREET
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.475
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       35               Level Of Service:                  A
********************************************************************************
Street Name:           MAIN STREET                      IMPERIAL HWY
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase        Permitted       Protected
Rights:           Ignore           Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  1  0  0  1    1  0  0  0  0    0  0  2  0  1    1  0  2  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     209    0   461     2    0     0     0  619    92   251  783     4
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  209    0   461     2    0     0     0  619    92   251  783     4
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:   209    0     0     2    0     0     0  619    92   251  783     4
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  209    0     0     2    0     0     0  619    92   251  783     4
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  1.00 1.00  1.00
Final Vol.:   230    0     0     2    0     0     0  619    92   251  783     4
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 0.00  1.00  1.00 0.00  0.00  0.00 2.00  1.00  1.00 2.00  1.00
Final Sat.:  2850    0  1425  1425    0     0     0 2850  1425  1425 2850  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.08 0.00  0.00  0.00 0.00  0.00  0.00 0.22  0.06  0.18 0.27  0.00
Crit Vol:     115               2                  310          251
Crit Moves:  ****              ****                ****         ****
********************************************************************************
```

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```

```
Baseline 2008-AM Peak
--------------------------------------------------------------------------------
                  Crossfield Taxiway Construction Project
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #3 IMPERIAL HWY @ SEPULVEDA BL.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.579
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       54               Level Of Service:                  A
********************************************************************************
Street Name:          SEPULVEDA BL.                     IMPERIAL HWY
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    2  0  3  1  0    2  0  3  0  1    2  0  3  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      73  996   465   147 1331    20   125  188    94   151  127   182
Growth Adj:  1.00 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  996   465   147 1331    20   125  188    94   151  127   182
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    73  996   465   147 1331    20   125  188    94   151  127   182
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   73  996   465   147 1331    20   125  188    94   151  127   182
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.10 1.00  1.00  1.10 1.00  1.00  1.10 1.00  1.00
Final Vol.:    73  996   465   162 1331    20   138  188    94   166  127   182
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  1.00  2.00 3.94  0.06  2.00 3.00  1.00  2.00 3.00  1.00
Final Sat.:  1375 4125  1375  2750 5419    81  2750 4125  1375  2750 4125  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.05 0.24  0.34  0.06 0.25  0.25  0.05 0.05  0.07  0.06 0.03  0.13
Crit Vol:                465    81              69                         182
Crit Moves:             ****  ****            ****                       ****
********************************************************************************


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```

```
Baseline 2008-AM Peak
------------------------------------------------------------------------------
                    Crossfield Taxiway Construction Project
------------------------------------------------------------------------------
                      Level Of Service Computation Report
              Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #4 IMPERIAL HWY @ NASH ST.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.447
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       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:       7    0    15   213  757   370     0  350    64   145  568     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:    7    0    15   213  757   370     0  350    64   145  568     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:     7    0    15   213  757   370     0  350    64   145  568     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    7    0    15   213  757   370     0  350    64   145  568     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.:     7    0    17   234  757   407     0  350    64   160  568     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 1.84  1.16  0.00 2.54  0.46  2.00 3.00  0.00
Final Sat.:  1425    0  2850  1425 2623  1652     0 3614   661  2850 4275     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.01  0.16 0.29  0.25  0.00 0.10  0.10  0.06 0.13  0.00
Crit Vol:                 8        411              138          80
Crit Moves:             ****       ****             ****         ****
******************************************************************************
```

```
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```

```
Baseline 2008-AM Peak
--------------------------------------------------------------------------------
                    Crossfield Taxiway Construction Project
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
             Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #5 IMPERIAL HWY. @ DOUGLAS ST.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.217
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       24               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         Permitted
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:      38    9    54    12    3    11    19  285    58    74  683    46
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   38    9    54    12    3    11    19  285    58    74  683    46
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    38    9    54    12    3    11    19  285    58    74  683    46
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   38    9    54    12    3    11    19  285    58    74  683    46
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.10  1.10 1.00  1.10  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:    38    9    59    13    3    12    19  285    58    81  683    46
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.00  2.00  1.40 0.32  1.28  1.00 2.49  0.51  2.00 2.81  0.19
Final Sat.:  1425 1425  2850  1994  453  1828  1425 3552   723  2850 4005   270
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.01  0.02  0.01 0.01  0.01  0.01 0.08  0.08  0.03 0.17  0.17
Crit Vol:      38                   9          19                   243
Crit Moves:  ****                 ****        ****                 ****
********************************************************************************
```

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```
Baseline 2008-AM Peak
--------------------------------------------------------------------------------
                    Crossfield Taxiway Construction Project
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
             Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #6 IMPERIAL HWY. @ AVIATION BL.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.593
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       56               Level Of Service:                  A
********************************************************************************
Street Name:           AVIATION 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:     156  396    90   130  220   104    67  190    59   219  627   581
Growth Adj:  1.00 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  396    90   130  220   104    67  190    59   219  627   581
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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  396    90   130  220   104    67  190    59   219  627   581
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  156  396    90   130  220   104    67  190    59   219  627   581
PCE Adj:     1.00 1.00  1.00  1.00 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.:   172  396    90   143  220   114    74  190    59   241  627   581
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 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 1.97  1.03  2.00 2.29  0.71  2.00 3.00  1.00
Final Sat.:  2750 2750  1375  2750 2714  1411  2750 3148   977  2750 4125  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.06 0.14  0.07  0.05 0.08  0.08  0.03 0.06  0.06  0.09 0.15  0.42
Crit Vol:          198           0               37                        581
Crit Moves:       ****         ****             ****                      ****
********************************************************************************
```

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Baseline 2008-AM Peak
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                  Crossfield Taxiway Construction Project
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                    Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #7 IMPERIAL HWY. @  105 RAMP
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.562
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       52               Level Of Service:                  A
********************************************************************************
Street Name:            / 105 RAMP                    IMPERIAL HWY.
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Protected        Protected
Rights:            Ovl              Include           Ovl              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:     741    0   262     0    0     0     0  172   264    52  731     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:  741    0   262     0    0     0     0  172   264    52  731     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:   741    0   262     0    0     0     0  172   264    52  731     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  741    0   262     0    0     0     0  172   264    52  731     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.:   815    0   288     0    0     0     0  172   290    57  731     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 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.:  2750    0  2750     0    0     0     0 2750  2750  2750 2750     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.30 0.00  0.10  0.00 0.00  0.00  0.00 0.06  0.11  0.02 0.27  0.00
Crit Vol:     408                    0           0                   366
Crit Moves:  ****                               ****                ****
********************************************************************************
```

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Baseline 2008-AM Peak
--------------------------------------------------------------------------------
                    Crossfield Taxiway Construction Project
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
              Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #8 IMPERIAL HWY. @ La CIENEGA BLVD.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.290
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       32               Level Of Service:                  A
********************************************************************************
Street Name:          La CIENEGA BLVD.                  IMPERIAL HWY.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include           Ovl              Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  1  1  1    2  0  1  1  1    2  0  3  0  2    2  0  3  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      58  133    83    42  114   191   160  122   135    41  512   297
Growth Adj:  1.00 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  133    83    42  114   191   160  122   135    41  512   297
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    58  133    83    42  114   191   160  122   135    41  512   297
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   58  133    83    42  114   191   160  122   135    41  512   297
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.10  1.10 1.00  1.10  1.10 1.00  1.10  1.10 1.00  1.10
Final Vol.:    64  133    91    46  114   210   176  122   149    45  512   327
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 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 1.78  1.22  2.00 1.06  1.94  2.00 3.00  2.00  2.00 3.00  2.00
Final Sat.:  2750 2446  1679  2750 1451  2674  2750 4125  2750  2750 4125  2750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.05  0.05  0.02 0.08  0.08  0.06 0.03  0.05  0.02 0.12  0.12
Crit Vol:      32                108           88                171
Crit Moves:  ****                ****         ****              ****
********************************************************************************
```

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Baseline 2008-AM Peak
--------------------------------------------------------------------------------
                  Crossfield Taxiway Construction Project
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #9 IMPERIAL HWY. @ 405 NORTH RAMP
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.246
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       25               Level Of Service:                  A
********************************************************************************
Street Name:          405 NORTH RAMP                    IMPERIAL HWY
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase        Permitted        Permitted
Rights:           Include          Include          Ignore           Ignore
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1! 0  0    0  0  0  0  0    0  0  2  1  1    0  0  2  1  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     237    0    41     0    0     0     0  179    47     0  600   295
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  237    0    41     0    0     0     0  179    47     0  600   295
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:   237    0    41     0    0     0     0  179     0     0  600     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  237    0    41     0    0     0     0  179     0     0  600     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.:   261    0    41     0    0     0     0  179     0     0  600     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:       1.73 0.00  0.27  0.00 0.00  0.00  0.00 3.00  1.00  0.00 3.00  1.00
Final Sat.:  2463    0   387     0    0     0     0 4275  1425     0 4275  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.11 0.00  0.11  0.00 0.00  0.00  0.00 0.04  0.00  0.00 0.14  0.00
Crit Vol:                151          0           0                  200
Crit Moves:              ****                    ****                ****
********************************************************************************

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Baseline 2008-AM Peak
--------------------------------------------------------------------------------
                    Crossfield Taxiway Construction Project
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
              Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #10 AVIATION BLVD. @ CENTURY BLVD.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.539
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       49               Level Of Service:                  A
********************************************************************************
Street Name:          AVIATION BLVD.                    CENTURY BLVD.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  1  1  0    2  0  2  0  1    1  0  3  1  0    1  0  3  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     427  428    34    48  242    95    72  700   204    61 1162    93
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  427  428    34    48  242    95    72  700   204    61 1162    93
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   427  428    34    48  242    95    72  700   204    61 1162    93
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  427  428    34    48  242    95    72  700   204    61 1162    93
PCE Adj:     1.00 1.00  1.00  1.00 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.:   470  428    34    53  242    95    72  700   204    61 1162    93
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 1.85  0.15  2.00 2.00  1.00  1.00 3.10  0.90  1.00 3.70  0.30
Final Sat.:  2750 2548   202  2750 2750  1375  1375 4259  1241  1375 5092   408
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.17 0.17  0.17  0.02 0.09  0.07  0.05 0.16  0.16  0.04 0.23  0.23
Crit Vol:     235                121           72                314
Crit Moves:  ****               ****         ****               ****
********************************************************************************

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Baseline 2008-AM Peak
--------------------------------------------------------------------------------
                  Crossfield Taxiway Construction Project
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #11 AVIATION BLVD. @ 111TH
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.414
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       25               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:         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  1  1  0    1  0  1  1  0    1  0  0  1  0    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      21  897    53    56  536    40    26   13    21    25   25    64
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   21  897    53    56  536    40    26   13    21    25   25    64
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    21  897    53    56  536    40    26   13    21    25   25    64
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   21  897    53    56  536    40    26   13    21    25   25    64
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:    21  897    53    56  536    40    26   13    21    25   25    64
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.89  0.11  1.00 1.86  0.14  1.00 0.38  0.62  1.00 1.00  1.00
Final Sat.:  1500 2833   167  1500 2792   208  1500  574   926  1500 1500  1500
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.32  0.32  0.04 0.19  0.19  0.02 0.02  0.02  0.02 0.02  0.04
Crit Vol:          475           56               26                         64
Crit Moves:       ****          ****             ****                       ****
********************************************************************************
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Baseline 2008-AM Peak
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                    Crossfield Taxiway Construction Project
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                      Level Of Service Computation Report
             Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #12 La CIENEGA BLVD. @ 405 S/B RAPM
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.512
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       38               Level Of Service:                  A
********************************************************************************
Street Name:          La CIENEGA BLVD.                    405 N/B RAPM
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted      Split Phase      Split Phase
Rights:             Ovl              Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  1  1  1    1  0  2  0  0    0  0  0  0  0    1  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  584    75   122  255     0     0    0     0   535    0    44
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  584    75   122  255     0     0    0     0   535    0    44
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  584    75   122  255     0     0    0     0   535    0    44
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  584    75   122  255     0     0    0     0   535    0    44
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.10  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     0  584    83   122  255     0     0    0     0   589    0    44
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 2.00  1.00  1.00 2.00  0.00  0.00 0.00  0.00  1.86 0.00  0.14
Final Sat.:     0 2850  1425  1425 2850     0     0    0     0  2652    0   198
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.20  0.06  0.09 0.09  0.00  0.00 0.00  0.00  0.22 0.00  0.22
Crit Vol:          292         122                      0          316
Crit Moves:       ****        ****                               ****
********************************************************************************
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Baseline 2008-AM Peak
--------------------------------------------------------------------------------
                  Crossfield Taxiway Construction Project
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #13 La CIENEGA BLVD. @ CENTURY BLVD
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.462
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       42               Level Of Service:                  A
********************************************************************************
Street Name:         La CIENEGA BLVD.                  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:     111  263   136    67  306   405    65  419   257   205  920   348
Growth Adj:  1.00 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  263   136    67  306   405    65  419   257   205  920   348
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   111  263   136    67  306   405    65  419   257   205  920   348
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  111  263   136    67  306   405    65  419   257   205  920   348
PCE Adj:     1.00 1.00  1.00  1.00 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.:   111  263   150    67  306   446    65  419   257   205  920   348
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  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:     0.08 0.10  0.05  0.05 0.11  0.16  0.05 0.10  0.19  0.15 0.22  0.25
Crit Vol:     111                  153          65                  307
Crit Moves:  ****                 ****        ****                ****
********************************************************************************
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Baseline 2008-AM Peak
------------------------------------------------------------------------------
                    Crossfield Taxiway Construction Project
------------------------------------------------------------------------------
                      Level Of Service Computation Report
             Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #14 La CIENEGA BLVD. @ 405 S/B RAMP
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.308
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.                    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  444    22   344  394     6     0    0     1     0    0    60
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  444    22   344  394     6     0    0     1     0    0    60
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  444    22   344  394     6     0    0     1     0    0    60
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  444    22   344  394     6     0    0     1     0    0    60
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.10
Final Vol.:     0  444    22   378  394     6     0    0     1     0    0    66
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 1.91  0.09  2.00 1.97  0.03  0.00 0.00  1.00  0.00 0.00  2.00
Final Sat.:     0 2620   130  2750 2709    41     0    0  1375     0    0  2750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.17  0.17  0.14 0.15  0.15  0.00 0.00  0.00  0.00 0.00  0.02
Crit Vol:          233         189                          1          0
Crit Moves:       ****        ****                       ****       ****
******************************************************************************
```

```
Baseline 2008-AM Peak
--------------------------------------------------------------------------------
                  Crossfield Taxiway Construction Project
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #15 La CIENEGA BLVD. @ 104 TH STREET
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.224
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       24               Level Of Service:                  A
********************************************************************************
Street Name:         La CIENEGA BLVD.                  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            Ovl            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:     155  424    14    17  324    41    21    1    40     3    1     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:  155  424    14    17  324    41    21    1    40     3    1     1
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   155  424    14    17  324    41    21    1    40     3    1     1
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  155  424    14    17  324    41    21    1    40     3    1     1
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   155  424    14    17  324    41    21    1    40     3    1     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:       1.00 1.94  0.06  1.00 2.66  0.34  1.00 1.00  1.00  0.60 0.20  0.20
Final Sat.:  1425 2759    91  1425 3795   480  1425 1425  1425   855  285   285
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.11 0.15  0.15  0.01 0.09  0.09  0.01 0.00  0.03  0.00 0.00  0.00
Crit Vol:     155                  122                    40     3
Crit Moves:  ****                 ****                 ****  ****
********************************************************************************
```

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```
Baseline 2008-AM Peak
--------------------------------------------------------------------------------
                    Crossfield Taxiway Construction Project
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
             Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #16 La CIENEGA BLVD. @ LENNOX BLVD
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.294
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       26               Level Of Service:                  A
********************************************************************************
Street Name:         La CIENEGA BLVD.                    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  472    22    36  288     1     0    0     0    97    0   136
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  472    22    36  288     1     0    0     0    97    0   136
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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  472    22    36  288     1     0    0     0    97    0   136
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  472    22    36  288     1     0    0     0    97    0   136
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  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  472    22    36  288     1     0    0     0   107    0   136
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  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  1.00 2.99  0.01  0.00 0.00  0.00  2.00 0.00  1.00
Final Sat.:     0 2723   127  1425 4260    15     0    0     0  2850    0  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.17  0.17  0.03 0.07  0.07  0.00 0.00  0.00  0.04 0.00  0.10
Crit Vol:          247           36                     0                    136
Crit Moves:       ****         ****                                        ****
********************************************************************************
```

```
Baseline 2008-AM Peak
--------------------------------------------------------------------------------
                  Crossfield Taxiway Construction Project
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #17 La CIENEGA BLVD. @ 111TH STREET
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.192
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       23               Level Of Service:                  A
********************************************************************************
Street Name:         La CIENEGA BLVD.                  / 111TH STREET
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted      Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  0  0    0  0  2  1  0    2  0  0  0  1    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     118  388     0     0  275    93    59    0    30     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:  118  388     0     0  275    93    59    0    30     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:   118  388     0     0  275    93    59    0    30     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  118  388     0     0  275    93    59    0    30     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.:   118  388     0     0  275    93    65    0    30     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 2.24  0.76  2.00 0.00  1.00  0.00 0.00  0.00
Final Sat.:  1425 2850     0     0 3195  1080  2850    0  1425     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.08 0.14  0.00  0.00 0.09  0.09  0.02 0.00  0.02  0.00 0.00  0.00
Crit Vol:     118                  123          32                    0
Crit Moves:  ****                 ****         ****
********************************************************************************
```

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```
Baseline 2008-AM Peak
--------------------------------------------------------------------------------
                    Crossfield Taxiway Construction Project
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
              Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #18 La CIENEGA BLVD. @ 405 S/B RAMP
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.243
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       25               Level Of Service:                  A
********************************************************************************
Street Name:         La CIENEGA BLVD.                    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       Protected       Split Phase      Split Phase
Rights:             Ovl             Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  0  1    1  0  2  1  0    0  0  1! 0  0    2  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  467    77    49  268     4     1    1     4   104    0    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:    0  467    77    49  268     4     1    1     4   104    0    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:     0  467    77    49  268     4     1    1     4   104    0    36
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  467    77    49  268     4     1    1     4   104    0    36
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     0  467    77    49  268     4     1    1     4   114    0    36
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  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 2.96  0.04  0.17 0.17  0.66  2.00 0.00  1.00
Final Sat.:  1425 2850  1425  1425 4212    63   238  238   950  2850    0  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.16  0.05  0.03 0.06  0.06  0.00 0.00  0.00  0.04 0.00  0.03
Crit Vol:          234           49                     6           57
Crit Moves:       ****          ****                 ****         ****
********************************************************************************
```

```
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```

```
Baseline 2008-AM
--------------------------------------------------------------------------------
                  Crossfield Taxiway Construction Project
--------------------------------------------------------------------------------
                    Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #19 CENTURY BLVD. @ 405 N/B RAMP
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.541
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       41               Level Of Service:                  A
********************************************************************************
Street Name:        405 NORTH OFF RAMP                 CENTURY BLVD
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected         Permitted        Permitted        Permitted
Rights:           Include           Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  0  0  1    0  0  0  0  1    1  0  2  1  1    0  0  2  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     682    0   106     0    0    24     7  350   251     0 1089     6
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  682    0   106     0    0    24     7  350   251     0 1089     6
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   682    0   106     0    0    24     7  350   251     0 1089     6
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  682    0   106     0    0    24     7  350   251     0 1089     6
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.10  1.00 1.00  1.00
Final Vol.:   750    0   106     0    0    24     7  350   276     0 1089     6
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 0.00  1.00  0.00 0.00  1.00  1.00 2.24  1.76  0.00 2.98  0.02
Final Sat.:  2850    0  1425     0    0  1425  1425 3186  2514     0 4252    23
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.26 0.00  0.07  0.00 0.00  0.02  0.00 0.11  0.11  0.00 0.26  0.26
Crit Vol:     375                          24     7                  365
Crit Moves:  ****                         ****  ****                ****
********************************************************************************
```

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```
 Baseline 2008-PM Peak
-------------------------------------------------------------------------------
                    Crossfield Taxiway Construction Project
-------------------------------------------------------------------------------
                                Scenario Report
Scenario:             Baseline 2008-PM Peak(3:30-4:30 PM)

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

```
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```

```
Baseline 2008-PM Peak
------------------------------------------------------------------------------
                  Crossfield Taxiway Construction Project
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #1 IMPERIAL HWY @ PERSHING DR.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.531
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       49               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        Protected
Rights:           Include          Include          Include          Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  1! 0  0    1  1  0  0  1    2  0  1  1  0    1  0  2  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       4    0     7   726   25   166   135  492     0     4  467   623
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    4    0     7   726   25   166   135  492     0     4  467   623
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     4    0     7   726   25   166   135  492     0     4  467   623
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    4    0     7   726   25   166   135  492     0     4  467   623
PCE Adj:     1.00 1.00  1.00  1.00 1.00  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  1.00
Final Vol.:     4    0     7   799   25   166   149  492     0     4  467   623
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.36 0.00  0.64  1.94 0.06  1.00  2.00 2.00  0.00  1.00 2.00  1.00
Final Sat.:   500    0   875  2667   83  1375  2750 2750     0  1375 2750  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.00  0.01  0.30 0.30  0.12  0.05 0.18  0.00  0.00 0.17  0.45
Crit Vol:                 11   412              74                   234
Crit Moves:              ****  ****            ****                 ****
******************************************************************************
```

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```
Baseline 2008-PM Peak
------------------------------------------------------------------------------
                    Crossfield Taxiway Construction Project
------------------------------------------------------------------------------
                      Level Of Service Computation Report
              Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #2 IMPERIAL HWY @MAIN STREET
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.786
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       87               Level Of Service:                 C
******************************************************************************
Street Name:            MAIN STREET                     IMPERIAL HWY
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase        Permitted       Protected
Rights:           Ignore           Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  1  0  0  1    1  0  0  0  0    0  0  2  0  1    1  0  2  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     221    0   379     2    0     0     0  914   290   539  846     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:  221    0   379     2    0     0     0  914   290   539  846     0
User Adj:    1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   221    0     0     2    0     0     0  914   290   539  846     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  221    0     0     2    0     0     0  914   290   539  846     0
PCE Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   243    0     0     2    0     0     0  914   290   539  846     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  1.00  1.00 0.00  0.00  0.00 2.00  1.00  1.00 2.00  1.00
Final Sat.:  2850    0  1425  1425    0     0     0 2850  1425  1425 2850  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.09 0.00  0.00  0.00 0.00  0.00  0.00 0.32  0.20  0.38 0.30  0.00
Crit Vol:     122               2                  457          539
Crit Moves:  ****              ****               ****         ****
******************************************************************************
```

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```
Baseline 2008-PM Peak
--------------------------------------------------------------------------------
                  Crossfield Taxiway Construction Project
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #3 IMPERIAL HWY @ SEPULVEDA BL.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        1.255
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180               Level Of Service:                 F
********************************************************************************
Street Name:          SEPULVEDA BL.                     IMPERIAL HWY
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    2  0  3  1  0    2  0  3  0  1    2  0  3  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     174 1833  1140   307 1819    38   163  296   176   222  290   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:  174 1833  1140   307 1819    38   163  296   176   222  290   327
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   174 1833  1140   307 1819    38   163  296   176   222  290   327
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  174 1833  1140   307 1819    38   163  296   176   222  290   327
PCE Adj:     1.00 1.00  1.00  1.00 1.00  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.:   174 1833  1140   338 1819    38   179  296   176   244  290   327
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  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 3.92  0.08  2.00 3.00  1.00  2.00 3.00  1.00
Final Sat.:  1375 4125  1375  2750 5387   113  2750 4125  1375  2750 4125  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.13 0.44  0.83  0.12 0.34  0.34  0.07 0.07  0.13  0.09 0.07  0.24
Crit Vol:               1140   169              90                        327
Crit Moves:             ****  ****             ****                      ****
********************************************************************************

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```

```
Baseline 2008-PM Peak
------------------------------------------------------------------------------
                    Crossfield Taxiway Construction Project
------------------------------------------------------------------------------
                      Level Of Service Computation Report
              Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #4 IMPERIAL HWY @ NASH ST.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.370
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       30               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:      72    0    93   172  189   191     0  770    54    59  848     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:   72    0    93   172  189   191     0  770    54    59  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:    72    0    93   172  189   191     0  770    54    59  848     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   72    0    93   172  189   191     0  770    54    59  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.:    72    0   102   189  189   210     0  770    54    65  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  1.28 1.28  1.44  0.00 2.80  0.20  2.00 3.00  0.00
Final Sat.:  1425    0  2850  1828 1831  2042     0 3995   280  2850 4275     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.05 0.00  0.04  0.10 0.10  0.10  0.00 0.19  0.19  0.02 0.20  0.00
Crit Vol:      72              148                 275           32
Crit Moves:  ****            ****                ****         ****
******************************************************************************
```

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Baseline 2008-PM Peak
--------------------------------------------------------------------------------
                  Crossfield Taxiway Construction Project
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #5 IMPERIAL HWY. @ DOUGLAS ST.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.594
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       46               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         Permitted
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:     168   17   424    84   14    42    38  972    41    29  561    35
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  168   17   424    84   14    42    38  972    41    29  561    35
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   168   17   424    84   14    42    38  972    41    29  561    35
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  168   17   424    84   14    42    38  972    41    29  561    35
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.10  1.10 1.00  1.10  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:   168   17   466    92   14    46    38  972    41    32  561    35
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  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  1.82 0.18  1.00  1.00 2.88  0.12  2.00 2.82  0.18
Final Sat.:  1425 1425  2850  2589  261  1425  1425 4102   173  2850 4024   251
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.12 0.01  0.16  0.04 0.05  0.03  0.03 0.24  0.24  0.01 0.14  0.14
Crit Vol:                233         76              338              199
Crit Moves:             ****       ****            ****             ****
********************************************************************************


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Baseline 2008-PM Peak
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                    Crossfield Taxiway Construction Project
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                      Level Of Service Computation Report
             Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #6 IMPERIAL HWY. @ AVIATION BL.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.737
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       87               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:     166  457   320   427  547   106   220 1042   247   219  396   345
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  166  457   320   427  547   106   220 1042   247   219  396   345
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   166  457   320   427  547   106   220 1042   247   219  396   345
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  166  457   320   427  547   106   220 1042   247   219  396   345
PCE Adj:     1.00 1.00  1.00  1.00 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.:   183  457   320   470  547   117   242 1042   247   241  396   345
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 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 2.43  0.57  2.00 3.00  1.00
Final Sat.:  2750 2750  1375  2750 2750  1375  2750 3335   790  2750 4125  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.07 0.17  0.23  0.17 0.20  0.08  0.09 0.31  0.31  0.09 0.10  0.25
Crit Vol:          229          235                  430          120
Crit Moves:       ****         ****                 ****         ****
********************************************************************************


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Baseline 2008-PM Peak
--------------------------------------------------------------------------------
                  Crossfield Taxiway Construction Project
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                    Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #7 IMPERIAL HWY. @  105 RAMP
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.599
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       57               Level Of Service:                  A
********************************************************************************
Street Name:            / 105 RAMP                    IMPERIAL HWY.
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Protected        Protected
Rights:            Ovl              Include           Ovl              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:     430    0   517     0    0     0     0  956   790   237  586     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:  430    0   517     0    0     0     0  956   790   237  586     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:   430    0   517     0    0     0     0  956   790   237  586     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  430    0   517     0    0     0     0  956   790   237  586     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.:   473    0   569     0    0     0     0  956   869   261  586     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 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 2.10  1.90  2.00 2.00  0.00
Final Sat.:  2750    0  2750     0    0     0     0 2881  2619  2750 2750     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.17 0.00  0.21  0.00 0.00  0.00  0.00 0.33  0.33  0.09 0.21  0.00
Crit Vol:     236                    0              456         130
Crit Moves:  ****                                  ****        ****
********************************************************************************
```

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Baseline 2008-PM Peak
------------------------------------------------------------------------------
                    Crossfield Taxiway Construction Project
------------------------------------------------------------------------------
                      Level Of Service Computation Report
              Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #8 IMPERIAL HWY. @ La CIENEGA 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:       63               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           Ovl              Ovl
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:      75  203   601   337  469   349   200 1008   233    46  398   193
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   75  203   601   337  469   349   200 1008   233    46  398   193
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    75  203   601   337  469   349   200 1008   233    46  398   193
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   75  203   601   337  469   349   200 1008   233    46  398   193
PCE Adj:     1.00 1.00  1.00  1.00 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.:    83  203   661   371  469   384   220 1008   256    51  398   212
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 1.00  2.00  2.00 1.65  1.35  2.00 3.00  2.00  2.00 3.00  2.00
Final Sat.:  2750 1375  2750  2750 2268  1857  2750 4125  2750  2750 4125  2750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.15  0.24  0.13 0.21  0.21  0.08 0.24  0.09  0.02 0.10  0.08
Crit Vol:                331   185                336          25
Crit Moves:             ****  ****                ****        ****
******************************************************************************
```

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Baseline 2008-PM Peak
--------------------------------------------------------------------------------
                  Crossfield Taxiway Construction Project
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #9 IMPERIAL HWY. @ 405 NORTH RAMP
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.554
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       42               Level Of Service:                  A
********************************************************************************
Street Name:          405 NORTH RAMP                    IMPERIAL HWY
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase        Permitted        Permitted
Rights:           Include          Include          Ignore           Ignore
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1! 0  0    0  0  0  0  0    0  0  2  1  1    0  0  2  1  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     222    0   219     0    0     0     0 1674   232     0  410   184
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  222    0   219     0    0     0     0 1674   232     0  410   184
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
PHF Volume:   222    0   219     0    0     0     0 1674     0     0  410     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  222    0   219     0    0     0     0 1674     0     0  410     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
MLF Adj:     1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
Final Vol.:   244    0   219     0    0     0     0 1674     0     0  410     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:       1.05 0.00  0.95  0.00 0.00  0.00  0.00 3.00  1.00  0.00 3.00  1.00
Final Sat.:  1503    0  1347     0    0     0     0 4275  1425     0 4275  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.16 0.00  0.16  0.00 0.00  0.00  0.00 0.39  0.00  0.00 0.10  0.00
Crit Vol:                232           0              558           0
Crit Moves:              ****                         ****         ****
********************************************************************************


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```
Baseline 2008-PM Peak
--------------------------------------------------------------------------------
                    Crossfield Taxiway Construction Project
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
             Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #10 AVIATION BLVD. @ CENTURY BLVD.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.827
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      132               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:     448  655    83   122  523   111   134 1726   416    94 1233   112
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  448  655    83   122  523   111   134 1726   416    94 1233   112
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   448  655    83   122  523   111   134 1726   416    94 1233   112
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  448  655    83   122  523   111   134 1726   416    94 1233   112
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   493  655    83   134  523   111   134 1726   416    94 1233   112
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 1.78  0.22  2.00 2.00  1.00  1.00 3.22  0.78  1.00 3.67  0.33
Final Sat.:  2750 2441   309  2750 2750  1375  1375 4432  1068  1375 5042   458
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.18 0.27  0.27  0.05 0.19  0.08  0.10 0.39  0.39  0.07 0.24  0.24
Crit Vol:     246                262              536           94
Crit Moves:  ****                ****             ****         ****
********************************************************************************


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```
Baseline 2008-PM Peak
--------------------------------------------------------------------------------
                  Crossfield Taxiway Construction Project
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #11 AVIATION BLVD. @ 111TH
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.533
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       31               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:         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  1  1  0    1  0  1  1  0    1  0  0  1  0    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      19  882    96    86 1095    81    75   78    29    53   53   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:   19  882    96    86 1095    81    75   78    29    53   53   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:    19  882    96    86 1095    81    75   78    29    53   53   118
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   19  882    96    86 1095    81    75   78    29    53   53   118
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:    19  882    96    86 1095    81    75   78    29    53   53   118
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.80  0.20  1.00 1.86  0.14  1.00 0.73  0.27  1.00 1.00  1.00
Final Sat.:  1500 2706   294  1500 2793   207  1500 1093   407  1500 1500  1500
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.33  0.33  0.06 0.39  0.39  0.05 0.07  0.07  0.04 0.04  0.08
Crit Vol:      19                588          75                        118
Crit Moves:  ****                ****         ****                      ****
********************************************************************************


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Baseline 2008-PM Peak
------------------------------------------------------------------------------
                    Crossfield Taxiway Construction Project
------------------------------------------------------------------------------
                      Level Of Service Computation Report
              Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #12 La CIENEGA BLVD. @ 405 S/B RAPM
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.630
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       50               Level Of Service:                  B
******************************************************************************
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  593    72   160  695     0     0    0     0   650    0   168
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  593    72   160  695     0     0    0     0   650    0   168
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  593    72   160  695     0     0    0     0   650    0   168
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  593    72   160  695     0     0    0     0   650    0   168
PCE Adj:     1.00 1.00  1.00  1.00 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  593    79   160  695     0     0    0     0   715    0   168
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 2.00  1.00  1.00 2.00  0.00  0.00 0.00  0.00  1.62 0.00  0.38
Final Sat.:     0 2850  1425  1425 2850     0     0    0     0  2308    0   542
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.21  0.06  0.11 0.24  0.00  0.00 0.00  0.00  0.31 0.00  0.31
Crit Vol:          297         160                      0          442
Crit Moves:       ****        ****                               ****
******************************************************************************


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Baseline 2008-PM Peak1
--------------------------------------------------------------------------------
                  Crossfield Taxiway Construction Project
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #13 La CIENEGA BLVD. @ CENTURY BLVD
********************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.980
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:     151  302   609   370  585   442   162 1208   794   112  751   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:  151  302   609   370  585   442   162 1208   794   112  751   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:   151  302   609   370  585   442   162 1208   794   112  751   231
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  151  302   609   370  585   442   162 1208   794   112  751   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  1.10  1.00 1.00  1.10  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   151  302   670   370  585   486   162 1208   794   112  751   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 2.00  2.00  1.00 2.00  2.00  1.00 3.00  1.00  1.00 3.06  0.94
Final Sat.:  1375 2750  2750  1375 2750  2750  1375 4125  1375  1375 4206  1294
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.11 0.11  0.24  0.27 0.21  0.18  0.12 0.29  0.58  0.08 0.18  0.18
Crit Vol:                335   370                       794     0
Crit Moves:              ****  ****                      ****  ****
********************************************************************************
```

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Baseline 2008-PM Peak
------------------------------------------------------------------------------
                    Crossfield Taxiway Construction Project
------------------------------------------------------------------------------
                      Level Of Service Computation Report
              Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #14 La CIENEGA BLVD. @ 405 S/B RAMP
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.494
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       45               Level Of Service:                  A
******************************************************************************
Street Name:          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  1! 0  0    0  0  0  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  617    34   643  863     5     0    0     0     0    0   468
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  617    34   643  863     5     0    0     0     0    0   468
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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    34   643  863     5     0    0     0     0    0   468
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  617    34   643  863     5     0    0     0     0    0   468
PCE Adj:     1.00 1.00  1.00  1.00 1.00  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  617    34   707  863     5     0    0     0     0    0   515
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 1.90  0.10  2.00 1.99  0.01  0.00 1.00  0.00  0.00 0.00  2.00
Final Sat.:     0 2606   144  2750 2734    16     0 1375     0     0    0  2750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.24  0.24  0.26 0.32  0.32  0.00 0.00  0.00  0.00 0.00  0.19
Crit Vol:           325         354                      0                 0
Crit Moves:        ****        ****                                     ****
******************************************************************************
```

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Baseline 2008-PM Peak
--------------------------------------------------------------------------------
                    Crossfield Taxiway Construction Project
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #15 La CIENEGA BLVD. @ 104 TH STREET
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.426
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       32               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            Ovl            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:     101  528    21    21  793    20   111    3   235     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:  101  528    21    21  793    20   111    3   235     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:   101  528    21    21  793    20   111    3   235     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  101  528    21    21  793    20   111    3   235     0    0     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   101  528    21    21  793    20   111    3   235     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 1.92  0.08  1.00 2.93  0.07  1.00 1.00  1.00  0.00 1.00  0.00
Final Sat.:  1425 2741   109  1425 4170   105  1425 1425  1425     0 1425     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.07 0.19  0.19  0.01 0.19  0.19  0.08 0.00  0.16  0.00 0.00  0.00
Crit Vol:     101                  271                   235     0
Crit Moves:  ****                 ****                  ****
********************************************************************************
```

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Baseline 2008-PM Peak
------------------------------------------------------------------------------
                    Crossfield Taxiway Construction Project
------------------------------------------------------------------------------
                      Level Of Service Computation Report
              Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #16 La CIENEGA BLVD. @ LENNOX BLVD
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.478
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.                    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  594   191   218  858     1     0    0     0    82    0    70
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  594   191   218  858     1     0    0     0    82    0    70
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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  594   191   218  858     1     0    0     0    82    0    70
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  594   191   218  858     1     0    0     0    82    0    70
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  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  594   191   218  858     1     0    0     0    90    0    70
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 1.51  0.49  1.00 2.99  0.01  0.00 0.00  0.00  2.00 0.00  1.00
Final Sat.:     0 2157   693  1425 4270     5     0    0     0  2850    0  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.28  0.28  0.15 0.20  0.20  0.00 0.00  0.00  0.03 0.00  0.05
Crit Vol:           392         218                    0                    70
Crit Moves:        ****        ****                                      ****
******************************************************************************
```

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```
Baseline 2008-PM Peak
------------------------------------------------------------------------------
                  Crossfield Taxiway Construction Project
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #17 La CIENEGA BLVD. @ 111TH STREET
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.433
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       33               Level Of Service:                  A
******************************************************************************
Street Name:         La CIENEGA BLVD.                  / 111TH STREET
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted      Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  0  0    0  0  2  1  0    2  0  0  0  1    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     103  570     0     0  857   121   175    0   188     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:  103  570     0     0  857   121   175    0   188     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:   103  570     0     0  857   121   175    0   188     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  103  570     0     0  857   121   175    0   188     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.:   103  570     0     0  857   121   193    0   188     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 2.63  0.37  2.00 0.00  1.00  0.00 0.00  0.00
Final Sat.:  1425 2850     0     0 3746   529  2850    0  1425     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.07 0.20  0.00  0.00 0.23  0.23  0.07 0.00  0.13  0.00 0.00  0.00
Crit Vol:     103                  326                   188          0
Crit Moves:  ****                 ****                  ****
******************************************************************************
```

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```
Baseline 2008-PM Peak
------------------------------------------------------------------------------
                    Crossfield Taxiway Construction Project
------------------------------------------------------------------------------
                      Level Of Service Computation Report
              Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #18 La CIENEGA BLVD. @ 405 S/B RAMP
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.349
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       Protected       Split Phase      Split Phase
Rights:             Ovl             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:       0  546    69   108  917     4     0    0    28   160    0    98
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  546    69   108  917     4     0    0    28   160    0    98
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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  546    69   108  917     4     0    0    28   160    0    98
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  546    69   108  917     4     0    0    28   160    0    98
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  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  546    69   108  917     4     0    0    28   176    0    98
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  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 4256    19     0    0  1425  2850    0  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.19  0.05  0.08 0.22  0.22  0.00 0.00  0.02  0.06 0.00  0.07
Crit Vol:          273         108                          28    88
Crit Moves:       ****        ****                        ****  ****
******************************************************************************
```

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```
Baseline 2008-PM Peak
------------------------------------------------------------------------------
                  Crossfield Taxiway Construction Project
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #19 CENTURY BLVD. @ 405 N/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:        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:        Protected         Permitted        Permitted        Permitted
Rights:           Include           Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  0  0  1    0  0  0  0  1    1  0  2  1  1    0  0  2  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     429    0   408     0    0    32    33 1540   616     0  891    17
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  429    0   408     0    0    32    33 1540   616     0  891    17
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   429    0   408     0    0    32    33 1540   616     0  891    17
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  429    0   408     0    0    32    33 1540   616     0  891    17
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.10  1.00 1.00  1.00
Final Vol.:   472    0   408     0    0    32    33 1540   678     0  891    17
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 0.00  1.00  0.00 0.00  1.00  1.00 2.78  1.22  0.00 2.94  0.06
Final Sat.:  2850    0  1425     0    0  1425  1425 3958  1742     0 4195    80
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.17 0.00  0.29  0.00 0.00  0.02  0.02 0.39  0.39  0.00 0.21  0.21
Crit Vol:     236                          32         554           0
Crit Moves:  ****                         ****        ****         ****
******************************************************************************
```

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```
Baseline (2008) + Project AM PEAK Page 1-1
-------------------------------------------------------------------------------
                    Crossfield Taxiway Construction Project
-------------------------------------------------------------------------------
                                Scenario Report
Scenario:             Baseline (2008) + Project (2009)-AM Peak(6:00-7:00 AM)

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

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```
Baseline (2008) + Project AM PEAK Page 2-1
--------------------------------------------------------------------------------
                    Crossfield Taxiway Construction Project
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #1 IMPERIAL HWY @ PERSHING DR.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.594
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      117               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        Protected
Rights:           Include          Include          Include           Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  1! 0  0    1  1  0  0  1    2  0  1  1  0    1  0  2  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module
Base Vol:       1    0     1   527    2    41   132  240     4     8  249   742
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    1    0     1   527    2    41   132  240     4     8  249   742
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     1    0     1   527    2    41   132  240     4     8  249   742
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    1    0     1   527    2    41   132  240     4     8  249   742
PCE Adj:     1.00 1.00  1.00  1.00 1.00  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  1.00
Final Vol.:     1    0     1   580    2    41   145  240     4     8  249   742
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.50 0.00  0.50  1.99 0.01  1.00  2.00 1.97  0.03  1.00 2.00  1.00
Final Sat.:   688    0   688  2741    9  1375  2750 2705    45  1375 2750  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.00  0.21 0.21  0.03  0.05 0.09  0.09  0.01 0.09  0.54
Crit Vol:                 2     0              73                          742
Crit Moves:            ****  ****            ****                        ****
********************************************************************************
```

```
Baseline (2008) + Project AM Peak                Page 3-1
--------------------------------------------------------------------------------
                    Crossfield Taxiway Construction Project
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
              Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #2 IMPERIAL HWY @MAIN STREET
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.487
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       36               Level Of Service:                  A
********************************************************************************
Street Name:            MAIN STREET                     IMPERIAL HWY
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase        Permitted       Protected
Rights:           Ignore           Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  1  0  0  1    1  0  0  0  0    0  0  2  0  1    1  0  2  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module.
Base Vol:     209    0   461     2    0     0     0  651    92   251  815     4
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  209    0   461     2    0     0     0  651    92   251  815     4
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:   209    0     0     2    0     0     0  651    92   251  815     4
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  209    0     0     2    0     0     0  651    92   251  815     4
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  1.00 1.00  1.00
Final Vol.:   230    0     0     2    0     0     0  651    92   251  815     4
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 0.00  1.00  1.00 0.00  0.00  0.00 2.00  1.00  1.00 2.00  1.00
Final Sat.:  2850    0  1425  1425    0     0     0 2850  1425  1425 2850  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.08 0.00  0.00  0.00 0.00  0.00  0.00 0.23  0.06  0.18 0.29  0.00
Crit Vol:     115               2                  326          251
Crit Moves:  ****              ****                ****         ****
********************************************************************************
```

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Baseline (2008) + Project AM Peak              Page 4-1
--------------------------------------------------------------------------------
                  Crossfield Taxiway Construction Project
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #3 IMPERIAL HWY @ SEPULVEDA BL.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.584
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       55               Level Of Service:                  A
********************************************************************************
Street Name:          SEPULVEDA BL.                     IMPERIAL HWY
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    2  0  3  1  0    2  0  3  0  1    2  0  3  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module.
Base Vol:      73  996   472   147 1331    20   125  200    94   151  139   182
Growth Adj:  1.00 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  996   472   147 1331    20   125  200    94   151  139   182
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    73  996   472   147 1331    20   125  200    94   151  139   182
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   73  996   472   147 1331    20   125  200    94   151  139   182
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.10 1.00  1.00  1.10 1.00  1.00  1.10 1.00  1.00
Final Vol.:    73  996   472   162 1331    20   138  200    94   166  139   182
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  1.00  2.00 3.94  0.06  2.00 3.00  1.00  2.00 3.00  1.00
Final Sat.:  1375 4125  1375  2750 5419    81  2750 4125  1375  2750 4125  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.05 0.24  0.34  0.06 0.25  0.25  0.05 0.05  0.07  0.06 0.03  0.13
Crit Vol:               472    81              69                        182
Crit Moves:             ****  ****            ****                      ****
********************************************************************************
```

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Baseline (2008) + Project AM Peak                Page 5-1
--------------------------------------------------------------------------------
                    Crossfield Taxiway Construction Project
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
              Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #4 IMPERIAL HWY @ NASH ST.
********************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.452
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       34                Level Of Service:                  A
********************************************************************************
Street Name:  FWY 105 OFF RAMP/ NASH STREET             IMPERIAL HWY.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase        Permitted       Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  0  0  2    1  1  0  1  1    0  0  2  1  0    2  0  3  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module
Base Vol:       7    0    15   213  757   370     0  369    64   145  580     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:    7    0    15   213  757   370     0  369    64   145  580     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:     7    0    15   213  757   370     0  369    64   145  580     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    7    0    15   213  757   370     0  369    64   145  580     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.:     7    0    17   234  757   407     0  369    64   160  580     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 1.84  1.16  0.00 2.56  0.44  2.00 3.00  0.00
Final Sat.:  1425    0  2850  1425 2623  1652     0 3643   632  2850 4275     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.01  0.16 0.29  0.25  0.00 0.10  0.10  0.06 0.14  0.00
Crit Vol:                 8        411              144          80
Crit Moves:             ****       ****             ****         ****
********************************************************************************
```

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Baseline (2008) + Project AM Peak              Page 6-1
-------------------------------------------------------------------------------
                  Crossfield Taxiway Construction Project
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
*******************************************************************************
Intersection #5 IMPERIAL HWY. @ DOUGLAS ST.
*******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.220
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       24               Level Of Service:                  A
*******************************************************************************
Street Name:          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         Permitted
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:      38    9    55    12    3    11    19  305    58    74  695    46
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   38    9    55    12    3    11    19  305    58    74  695    46
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    38    9    55    12    3    11    19  305    58    74  695    46
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   38    9    55    12    3    11    19  305    58    74  695    46
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.10  1.10 1.00  1.10  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:    38    9    61    13    3    12    19  305    58    81  695    46
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.00  2.00  1.40 0.32  1.28  1.00 2.52  0.48  2.00 2.81  0.19
Final Sat.:  1425 1425  2850  1994  453  1828  1425 3592   683  2850 4010   265
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.01  0.02  0.01 0.01  0.01  0.01 0.08  0.08  0.03 0.17  0.17
Crit Vol:      38                   9          19                   247
Crit Moves:  ****                 ****        ****                 ****
*******************************************************************************
```

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                    Crossfield Taxiway Construction Project
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                      Level Of Service Computation Report
              Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #6 IMPERIAL HWY. @ AVIATION BL.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.641
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       64               Level Of Service:                 B
********************************************************************************
Street Name:            AVIATION BL.                    IMPERIAL HWY.
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:            Ovl              Ovl            Include            Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  2  0  1    2  0  1  1  1    2  0  2  1  0    2  0  3  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module.
Base Vol:     156  399    90   130  220   104    88  190    59   219  639   634
Growth Adj:  1.00 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  399    90   130  220   104    88  190    59   219  639   634
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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  399    90   130  220   104    88  190    59   219  639   634
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  156  399    90   130  220   104    88  190    59   219  639   634
PCE Adj:     1.00 1.00  1.00  1.00 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.:   172  399    90   143  220   114    97  190    59   241  639   634
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 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 1.97  1.03  2.00 2.29  0.71  2.00 3.00  1.00
Final Sat.:  2750 2750  1375  2750 2714  1411  2750 3148   977  2750 4125  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.06 0.15  0.07  0.05 0.08  0.08  0.04 0.06  0.06  0.09 0.15  0.46
Crit Vol:          200            0               48                        634
Crit Moves:       ****         ****             ****                       ****
********************************************************************************
```

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                     Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #7 IMPERIAL HWY. @  105 RAMP
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.588
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       55               Level Of Service:                  A
******************************************************************************
Street Name:            / 105 RAMP                    IMPERIAL HWY.
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Protected        Protected
Rights:            Ovl              Include           Ovl              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:     787    0   262     0    0     0     0  172   264    52  750     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:  787    0   262     0    0     0     0  172   264    52  750     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:   787    0   262     0    0     0     0  172   264    52  750     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  787    0   262     0    0     0     0  172   264    52  750     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.:   866    0   288     0    0     0     0  172   290    57  750     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 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.:  2750    0  2750     0    0     0     0 2750  2750  2750 2750     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.31 0.00  0.10  0.00 0.00  0.00  0.00 0.06  0.11  0.02 0.27  0.00
Crit Vol:     433                    0           0                   375
Crit Moves:  ****                               ****                ****
******************************************************************************
```

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                    Crossfield Taxiway Construction Project
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                      Level Of Service Computation Report
              Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #8 IMPERIAL HWY. @ La CIENEGA BLVD.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.295
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       32               Level Of Service:                  A
********************************************************************************
Street Name:          La CIENEGA BLVD.                   IMPERIAL HWY.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include           Ovl              Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  1  1  1    2  0  1  1  1    2  0  3  0  2    2  0  3  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module.
Base Vol:      58  133    83    42  114   203   160  122   135    41  519   297
Growth Adj:  1.00 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  133    83    42  114   203   160  122   135    41  519   297
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    58  133    83    42  114   203   160  122   135    41  519   297
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   58  133    83    42  114   203   160  122   135    41  519   297
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.10  1.10 1.00  1.10  1.10 1.00  1.10  1.10 1.00  1.10
Final Vol.:    64  133    91    46  114   223   176  122   149    45  519   327
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 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 1.78  1.22  2.00 1.01  1.99  2.00 3.00  2.00  2.00 3.00  2.00
Final Sat.:  2750 2446  1679  2750 1394  2731  2750 4125  2750  2750 4125  2750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.05  0.05  0.02 0.08  0.08  0.06 0.03  0.05  0.02 0.13  0.12
Crit Vol:      32                112           88                173
Crit Moves:  ****                ****         ****              ****
********************************************************************************
```

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Baseline (2008) + Project AM Peak              Page 10-1
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                  Crossfield Taxiway Construction Project
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #9 IMPERIAL HWY. @ 405 NORTH RAMP
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.248
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       25               Level Of Service:                  A
********************************************************************************
Street Name:          405 NORTH RAMP                    IMPERIAL HWY
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase        Permitted        Permitted
Rights:           Include          Include          Ignore           Ignore
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1! 0  0    0  0  0  0  0    0  0  2  1  1    0  0  2  1  1
------------|---------------||---------------||---------------||---------------|
Volume Module.
Base Vol:     237    0    41     0    0     0     0  179    47     0  607   295
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  237    0    41     0    0     0     0  179    47     0  607   295
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:   237    0    41     0    0     0     0  179     0     0  607     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  237    0    41     0    0     0     0  179     0     0  607     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
MLF Adj:     1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
Final Vol.:   261    0    41     0    0     0     0  179     0     0  607     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.73 0.00  0.27  0.00 0.00  0.00  0.00 3.00  1.00  0.00 3.00  1.00
Final Sat.:  2463    0   387     0    0     0     0 4275  1425     0 4275  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.11 0.00  0.11  0.00 0.00  0.00  0.00 0.04  0.00  0.00 0.14  0.00
Crit Vol:                151           0           0                  202
Crit Moves:              ****                      ****                ****
********************************************************************************


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--------------------------------------------------------------------------------
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********************************************************************************
Intersection #10 AVIATION BLVD. @ CENTURY BLVD.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.539
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       49               Level Of Service:                  A
********************************************************************************
Street Name:          AVIATION BLVD.                    CENTURY BLVD.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  1  1  0    2  0  2  0  1    1  0  3  1  0    1  0  3  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module.
Base Vol:     427  428    34    49  242    95    72  708   204    61 1162    93
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  427  428    34    49  242    95    72  708   204    61 1162    93
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   427  428    34    49  242    95    72  708   204    61 1162    93
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  427  428    34    49  242    95    72  708   204    61 1162    93
PCE Adj:     1.00 1.00  1.00  1.00 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.:   470  428    34    54  242    95    72  708   204    61 1162    93
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 1.85  0.15  2.00 2.00  1.00  1.00 3.11  0.89  1.00 3.70  0.30
Final Sat.:  2750 2548   202  2750 2750  1375  1375 4270  1230  1375 5092   408
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.17 0.17  0.17  0.02 0.09  0.07  0.05 0.17  0.17  0.04 0.23  0.23
Crit Vol:     235                121           72                 314
Crit Moves:  ****               ****         ****                ****
********************************************************************************

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                     Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #11 AVIATION BLVD. @ 111TH
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.440
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       26               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:         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  1  1  0    1  0  1  1  0    1  0  0  1  0    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module.
Base Vol:      21  974    53    56  536    40    26   13    21    25   25    64
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   21  974    53    56  536    40    26   13    21    25   25    64
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    21  974    53    56  536    40    26   13    21    25   25    64
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   21  974    53    56  536    40    26   13    21    25   25    64
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:    21  974    53    56  536    40    26   13    21    25   25    64
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.90  0.10  1.00 1.86  0.14  1.00 0.38  0.62  1.00 1.00  1.00
Final Sat.:  1500 2845   155  1500 2792   208  1500  574   926  1500 1500  1500
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.34  0.34  0.04 0.19  0.19  0.02 0.02  0.02  0.02 0.02  0.04
Crit Vol:          513           56               26                         64
Crit Moves:       ****          ****             ****                       ****
********************************************************************************
```

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********************************************************************************
Intersection #12 La CIENEGA BLVD. @ 405 S/B RAPM
********************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.524
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 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  584    75   122  256     0     0    0     0   566    0    44
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  584    75   122  256     0     0    0     0   566    0    44
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  584    75   122  256     0     0    0     0   566    0    44
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  584    75   122  256     0     0    0     0   566    0    44
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.10  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     0  584    83   122  256     0     0    0     0   623    0    44
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 2.00  1.00  1.00 2.00  0.00  0.00 0.00  0.00  1.87 0.00  0.13
Final Sat.:     0 2850  1425  1425 2850     0     0    0     0  2662    0   188
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.20  0.06  0.09 0.09  0.00  0.00 0.00  0.00  0.23 0.00  0.23
Crit Vol:          292         122                      0                    333
Crit Moves:       ****        ****                                          ****
********************************************************************************

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********************************************************************************
Intersection #13 La CIENEGA BLVD. @ CENTURY BLVD
********************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.492
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       45                Level Of Service:                  A
********************************************************************************
Street Name:          La CIENEGA BLVD.                   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:     111  263   136    67  338   405    65  419   265   243  920   348
Growth Adj:  1.00 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  263   136    67  338   405    65  419   265   243  920   348
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   111  263   136    67  338   405    65  419   265   243  920   348
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  111  263   136    67  338   405    65  419   265   243  920   348
PCE Adj:     1.00 1.00  1.00  1.00 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.:   111  263   150    67  338   446    65  419   265   243  920   348
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  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:     0.08 0.10  0.05  0.05 0.12  0.16  0.05 0.10  0.19  0.18 0.22  0.25
Crit Vol:       0                 169                   265   243
Crit Moves:  ****                ****                  ****  ****
********************************************************************************


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********************************************************************************
Intersection #14 La CIENEGA BLVD. @ 405 S/B RAMP
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.308
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.                    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  444    22   344  473     6     0    0     1     0    0    60
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  444    22   344  473     6     0    0     1     0    0    60
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  444    22   344  473     6     0    0     1     0    0    60
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  444    22   344  473     6     0    0     1     0    0    60
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.10
Final Vol.:     0  444    22   378  473     6     0    0     1     0    0    66
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 1.91  0.09  2.00 1.97  0.03  0.00 0.00  1.00  0.00 0.00  2.00
Final Sat.:     0 2620   130  2750 2716    34     0    0  1375     0    0  2750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.17  0.17  0.14 0.17  0.17  0.00 0.00  0.00  0.00 0.00  0.02
Crit Vol:          233         189                          1           0
Crit Moves:       ****        ****                        ****        ****
********************************************************************************
```

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                  Crossfield Taxiway Construction Project
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                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #15 La CIENEGA BLVD. @ 104 TH STREET
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.298
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       26               Level Of Service:                  A
********************************************************************************
Street Name:         La CIENEGA BLVD.                  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            Ovl            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:     155  424    14    17  403    41    21    1   118     3    1     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:  155  424    14    17  403    41    21    1   118     3    1     1
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   155  424    14    17  403    41    21    1   118     3    1     1
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  155  424    14    17  403    41    21    1   118     3    1     1
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   155  424    14    17  403    41    21    1   118     3    1     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:       1.00 1.94  0.06  1.00 2.72  0.28  1.00 1.00  1.00  0.60 0.20  0.20
Final Sat.:  1425 2759    91  1425 3880   395  1425 1425  1425   855  285   285
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.11 0.15  0.15  0.01 0.10  0.10  0.01 0.00  0.08  0.00 0.00  0.00
Crit Vol:     155                  148                   118     3
Crit Moves:  ****                 ****                  ****  ****
********************************************************************************
```

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********************************************************************************
Intersection #16 La CIENEGA BLVD. @ LENNOX BLVD
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.294
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       26               Level Of Service:                    A
********************************************************************************
Street Name:          La CIENEGA BLVD.                    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  472    22    36  300     1     0    0     0    97    0   136
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  472    22    36  300     1     0    0     0    97    0   136
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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  472    22    36  300     1     0    0     0    97    0   136
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  472    22    36  300     1     0    0     0    97    0   136
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  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  472    22    36  300     1     0    0     0   107    0   136
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  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  1.00 2.99  0.01  0.00 0.00  0.00  2.00 0.00  1.00
Final Sat.:     0 2723   127  1425 4261    14     0    0     0  2850    0  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.17  0.17  0.03 0.07  0.07  0.00 0.00  0.00  0.04 0.00  0.10
Crit Vol:          247          36                     0                    136
Crit Moves:       ****         ****                                      ****
********************************************************************************
```

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            Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #17 La CIENEGA BLVD. @ 111TH STREET
********************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.194
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       23                Level Of Service:                  A
********************************************************************************
Street Name:          La CIENEGA BLVD.                   / 111TH STREET
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted      Split Phase      Split Phase
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  0  0    0  0  2  1  0    2  0  0  0  1    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module.
Base Vol:     118  388     0     0  287    93    59    0    30     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:  118  388     0     0  287    93    59    0    30     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:   118  388     0     0  287    93    59    0    30     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  118  388     0     0  287    93    59    0    30     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.:   118  388     0     0  287    93    65    0    30     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 2.27  0.73  2.00 0.00  1.00  0.00 0.00  0.00
Final Sat.:  1425 2850     0     0 3229  1046  2850    0  1425     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.08 0.14  0.00  0.00 0.09  0.09  0.02 0.00  0.02  0.00 0.00  0.00
Crit Vol:     118                  127          32                    0
Crit Moves:  ****                 ****         ****
********************************************************************************
```

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********************************************************************************
Intersection #18 La CIENEGA BLVD. @ 405 S/B RAMP
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.243
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       25               Level Of Service:                  A
********************************************************************************
Street Name:          La CIENEGA BLVD.                    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       Protected       Split Phase      Split Phase
Rights:             Ovl             Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  0  1    1  0  2  1  0    0  0  1! 0  0    2  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module.
Base Vol:       0  467    77    49  280     4     1    1     4   104    0    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:    0  467    77    49  280     4     1    1     4   104    0    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:     0  467    77    49  280     4     1    1     4   104    0    36
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  467    77    49  280     4     1    1     4   104    0    36
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     0  467    77    49  280     4     1    1     4   114    0    36
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  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 2.96  0.04  0.17 0.17  0.66  2.00 0.00  1.00
Final Sat.:  1425 2850  1425  1425 4215    60   238  238   950  2850    0  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.16  0.05  0.03 0.07  0.07  0.00 0.00  0.00  0.04 0.00  0.03
Crit Vol:          234          49                    6          57
Crit Moves:       ****         ****                 ****        ****
********************************************************************************
```

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********************************************************************************
Intersection #19 CENTURY BLVD. @ 405 N/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:       42                Level Of Service:                  A
********************************************************************************
Street Name:         405 NORTH OFF RAMP                  CENTURY BLVD
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected         Permitted         Permitted         Permitted
Rights:           Include           Include           Include           Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  0  0  1    0  0  0  0  1    1  0  2  1  1    0  0  2  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module.
Base Vol:     716    0   106     0    0    24     7  350   251     0 1094     6
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  716    0   106     0    0    24     7  350   251     0 1094     6
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   716    0   106     0    0    24     7  350   251     0 1094     6
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  716    0   106     0    0    24     7  350   251     0 1094     6
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.10  1.00 1.00  1.00
Final Vol.:   788    0   106     0    0    24     7  350   276     0 1094     6
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 0.00  1.00  0.00 0.00  1.00  1.00 2.24  1.76  0.00 2.98  0.02
Final Sat.:  2850    0  1425     0    0  1425  1425 3186  2514     0 4252    23
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.28 0.00  0.07  0.00 0.00  0.02  0.00 0.11  0.11  0.00 0.26  0.26
Crit Vol:     394                          24     7                  367
Crit Moves:  ****                         ****  ****                ****
********************************************************************************
```

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```
 Baseline (2008) + Project PM Peak               Page 1-1
-------------------------------------------------------------------------------
                    Crossfield Taxiway Construction Project
-------------------------------------------------------------------------------
                              Scenario Report
Scenario:             Baseline (2008) + Project (2009)-PM Peak(3:30-4:30 PM)

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

```
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```

```
Baseline (2008) + Project PM Peak              Page 2-1
--------------------------------------------------------------------------------
                  Crossfield Taxiway Construction Project
--------------------------------------------------------------------------------
                    Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #1 IMPERIAL HWY @ PERSHING DR.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.545
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       50               Level Of Service:                  A
********************************************************************************
Street Name:    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        Protected
Rights:           Include          Include          Include          Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  1! 0  0    1  1  0  0  1    2  0  1  1  0    1  0  2  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       4    0     7   759   25   166   135  492     0     4  467   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:    4    0     7   759   25   166   135  492     0     4  467   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:     4    0     7   759   25   166   135  492     0     4  467   656
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    4    0     7   759   25   166   135  492     0     4  467   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:     1.00 1.00  1.00  1.10 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00
Final Vol.:     4    0     7   835   25   166   149  492     0     4  467   656
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.36 0.00  0.64  1.94 0.06  1.00  2.00 2.00  0.00  1.00 2.00  1.00
Final Sat.:   500    0   875  2670   80  1375  2750 2750     0  1375 2750  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.00  0.01  0.31 0.31  0.12  0.05 0.18  0.00  0.00 0.17  0.48
Crit Vol:                 11   430              74                   234
Crit Moves:              ****  ****            ****                 ****
********************************************************************************
```

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```
Baseline (2008) + Project PM Peak                Page 3-1
-------------------------------------------------------------------------------
                    Crossfield Taxiway Construction Project
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
              Circular 212 Planning Method (Base Volume Alternative)
*******************************************************************************
Intersection #2 IMPERIAL HWY @MAIN STREET
*******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.797
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       92               Level Of Service:                 C
*******************************************************************************
Street Name:            MAIN STREET                     IMPERIAL HWY
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase        Permitted       Protected
Rights:           Ignore           Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  1  0  0  1    1  0  0  0  0    0  0  2  0  1    1  0  2  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     221    0   379     2    0     0     0  947   290   539  879     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  221    0   379     2    0     0     0  947   290   539  879     0
User Adj:    1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   221    0     0     2    0     0     0  947   290   539  879     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  221    0     0     2    0     0     0  947   290   539  879     0
PCE Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   243    0     0     2    0     0     0  947   290   539  879     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 0.00  1.00  1.00 0.00  0.00  0.00 2.00  1.00  1.00 2.00  1.00
Final Sat.:  2850    0  1425  1425    0     0     0 2850  1425  1425 2850  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.09 0.00  0.00  0.00 0.00  0.00  0.00 0.33  0.20  0.38 0.31  0.00
Crit Vol:     122               2                  474          539
Crit Moves:  ****              ****               ****         ****
*******************************************************************************
```

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```
Baseline (2008) + Project PM Peak              Page 4-1
--------------------------------------------------------------------------------
                  Crossfield Taxiway Construction Project
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #3 IMPERIAL HWY @ SEPULVEDA BL.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        1.256
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180               Level Of Service:                 F
********************************************************************************
Street Name:          SEPULVEDA BL.                     IMPERIAL HWY
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    2  0  3  1  0    2  0  3  0  1    2  0  3  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     174 1833  1142   307 1819    38   163  310   176   229  304   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:  174 1833  1142   307 1819    38   163  310   176   229  304   327
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   174 1833  1142   307 1819    38   163  310   176   229  304   327
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  174 1833  1142   307 1819    38   163  310   176   229  304   327
PCE Adj:     1.00 1.00  1.00  1.00 1.00  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.:   174 1833  1142   338 1819    38   179  310   176   252  304   327
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  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 3.92  0.08  2.00 3.00  1.00  2.00 3.00  1.00
Final Sat.:  1375 4125  1375  2750 5387   113  2750 4125  1375  2750 4125  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.13 0.44  0.83  0.12 0.34  0.34  0.07 0.08  0.13  0.09 0.07  0.24
Crit Vol:               1142   169              90                        327
Crit Moves:             ****  ****             ****                      ****
********************************************************************************
```

```
Baseline (2008) + Project PM Peak                Page 5-1
--------------------------------------------------------------------------------
                    Crossfield Taxiway Construction Project
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
              Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #4 IMPERIAL HWY @ NASH ST.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.374
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       30               Level Of Service:                  A
********************************************************************************
Street Name:  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:      72    0    93   172  189   191     0  786    54    60  869     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:   72    0    93   172  189   191     0  786    54    60  869     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:    72    0    93   172  189   191     0  786    54    60  869     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   72    0    93   172  189   191     0  786    54    60  869     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.:    72    0   102   189  189   210     0  786    54    66  869     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  1.28 1.28  1.44  0.00 2.81  0.19  2.00 3.00  0.00
Final Sat.:  1425    0  2850  1828 1831  2042     0 4000   275  2850 4275     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.05 0.00  0.04  0.10 0.10  0.10  0.00 0.20  0.20  0.02 0.20  0.00
Crit Vol:      72              148                 280           33
Crit Moves:  ****            ****                ****         ****
********************************************************************************
```

```
Baseline (2008) + Project PM Peak              Page 6-1
--------------------------------------------------------------------------------
                  Crossfield Taxiway Construction Project
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #5 IMPERIAL HWY. @ DOUGLAS ST.
********************************************************************************
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:          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         Permitted
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:     168   17   424    84   14    42    38  986    41    29  575    35
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  168   17   424    84   14    42    38  986    41    29  575    35
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   168   17   424    84   14    42    38  986    41    29  575    35
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  168   17   424    84   14    42    38  986    41    29  575    35
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.10  1.10 1.00  1.10  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:   168   17   466    92   14    46    38  986    41    32  575    35
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  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  1.82 0.18  1.00  1.00 2.88  0.12  2.00 2.83  0.17
Final Sat.:  1425 1425  2850  2589  261  1425  1425 4104   171  2850 4030   245
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.12 0.01  0.16  0.04 0.05  0.03  0.03 0.24  0.24  0.01 0.14  0.14
Crit Vol:                233         76              342              203
Crit Moves:             ****       ****            ****             ****
********************************************************************************
```

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Baseline (2008) + Project PM Peak                Page 7-1
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                    Crossfield Taxiway Construction Project
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
              Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #6 IMPERIAL HWY. @ AVIATION BL.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.739
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       87               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:     166  458   320   427  547   106   236 1042   247   222  418   359
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  166  458   320   427  547   106   236 1042   247   222  418   359
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   166  458   320   427  547   106   236 1042   247   222  418   359
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  166  458   320   427  547   106   236 1042   247   222  418   359
PCE Adj:     1.00 1.00  1.00  1.00 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.:   183  458   320   470  547   117   260 1042   247   244  418   359
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 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 2.43  0.57  2.00 3.00  1.00
Final Sat.:  2750 2750  1375  2750 2750  1375  2750 3335   790  2750 4125  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.07 0.17  0.23  0.17 0.20  0.08  0.09 0.31  0.31  0.09 0.10  0.26
Crit Vol:          229          235                  430          122
Crit Moves:       ****         ****                 ****         ****
********************************************************************************
```

```
Baseline (2008) + Project PM Peak              Page 8-1
--------------------------------------------------------------------------------
                  Crossfield Taxiway Construction Project
--------------------------------------------------------------------------------
                    Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #7 IMPERIAL HWY. @  105 RAMP
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.622
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       60               Level Of Service:                  B
********************************************************************************
Street Name:            / 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       Protected        Protected
Rights:            Ovl              Include           Ovl              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:     442    0   517     0    0     0     0  956   790   283  614     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:  442    0   517     0    0     0     0  956   790   283  614     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:   442    0   517     0    0     0     0  956   790   283  614     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  442    0   517     0    0     0     0  956   790   283  614     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.:   486    0   569     0    0     0     0  956   869   311  614     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 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 2.10  1.90  2.00 2.00  0.00
Final Sat.:  2750    0  2750     0    0     0     0 2881  2619  2750 2750     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.18 0.00  0.21  0.00 0.00  0.00  0.00 0.33  0.33  0.11 0.22  0.00
Crit Vol:     243                    0              456         156
Crit Moves:  ****                                  ****        ****
********************************************************************************
```

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Baseline (2008) + Project PM Peak                Page 9-1
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                    Crossfield Taxiway Construction Project
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                      Level Of Service Computation Report
              Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #8 IMPERIAL HWY. @ La CIENEGA BLVD.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.653
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       66               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           Ovl              Ovl
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:      75  203   601   374  469   421   200 1008   233    46  400   193
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   75  203   601   374  469   421   200 1008   233    46  400   193
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    75  203   601   374  469   421   200 1008   233    46  400   193
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   75  203   601   374  469   421   200 1008   233    46  400   193
PCE Adj:     1.00 1.00  1.00  1.00 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.:    83  203   661   411  469   463   220 1008   256    51  400   212
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 1.00  2.00  2.00 1.51  1.49  2.00 3.00  2.00  2.00 3.00  2.00
Final Sat.:  2750 1375  2750  2750 2076  2049  2750 4125  2750  2750 4125  2750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.15  0.24  0.15 0.23  0.23  0.08 0.24  0.09  0.02 0.10  0.08
Crit Vol:                331   206                336          25
Crit Moves:             ****  ****               ****        ****
********************************************************************************
```

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Baseline (2008) + Project PM Peak              Page 10-1
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--------------------------------------------------------------------------------
                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #9 IMPERIAL HWY. @ 405 NORTH RAMP
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.556
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       42               Level Of Service:                  A
********************************************************************************
Street Name:          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:     222    0   219     0    0     0     0 1681   262     0  412   184
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  222    0   219     0    0     0     0 1681   262     0  412   184
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
PHF Volume:   222    0   219     0    0     0     0 1681     0     0  412     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  222    0   219     0    0     0     0 1681     0     0  412     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
MLF Adj:     1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
Final Vol.:   244    0   219     0    0     0     0 1681     0     0  412     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:       1.05 0.00  0.95  0.00 0.00  0.00  0.00 3.00  1.00  0.00 3.00  1.00
Final Sat.:  1503    0  1347     0    0     0     0 4275  1425     0 4275  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.16 0.00  0.16  0.00 0.00  0.00  0.00 0.39  0.00  0.00 0.10  0.00
Crit Vol:                232          0              560          0
Crit Moves:              ****                        ****         ****
********************************************************************************
```

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Baseline (2008) + Project PM Peak              Page 11-1
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                    Crossfield Taxiway Construction Project
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
             Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #10 AVIATION BLVD. @ CENTURY BLVD.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.831
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      135               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:     456  656    90   122  523   111   134 1728   416    94 1233   112
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  456  656    90   122  523   111   134 1728   416    94 1233   112
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   456  656    90   122  523   111   134 1728   416    94 1233   112
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  456  656    90   122  523   111   134 1728   416    94 1233   112
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   502  656    90   134  523   111   134 1728   416    94 1233   112
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 1.76  0.24  2.00 2.00  1.00  1.00 3.22  0.78  1.00 3.67  0.33
Final Sat.:  2750 2418   332  2750 2750  1375  1375 4433  1067  1375 5042   458
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.18 0.27  0.27  0.05 0.19  0.08  0.10 0.39  0.39  0.07 0.24  0.24
Crit Vol:     251                262              536           94
Crit Moves:  ****                ****             ****         ****
********************************************************************************
```

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Baseline (2008) + Project PM Peak              Page 12-1
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                  Crossfield Taxiway Construction Project
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #11 AVIATION BLVD. @ 111TH
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.532
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       31               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:         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  1  1  0    1  0  1  1  0    1  0  0  1  0    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      19  913    96    86 1095    81    75   78    29    53   53   132
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   19  913    96    86 1095    81    75   78    29    53   53   132
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    19  913    96    86 1095    81    75   78    29    53   53   132
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   19  913    96    86 1095    81    75   78    29    53   53   132
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:    19  913    96    86 1095    81    75   78    29    53   53   132
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.81  0.19  1.00 1.86  0.14  1.00 0.73  0.27  1.00 1.00  1.00
Final Sat.:  1500 2715   285  1500 2793   207  1500 1093   407  1500 1500  1500
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.34  0.34  0.06 0.39  0.39  0.05 0.07  0.07  0.04 0.04  0.09
Crit Vol:          505          86               75                        132
Crit Moves:       ****         ****             ****                      ****
********************************************************************************
```

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Baseline (2008) + Project PM Peak              Page 13-1
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                    Crossfield Taxiway Construction Project
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                      Level Of Service Computation Report
             Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #12 La CIENEGA BLVD. @ 405 S/B RAPM
********************************************************************************
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:          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  595    72   160  695     0     0    0     0   658    0   168
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  595    72   160  695     0     0    0     0   658    0   168
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  595    72   160  695     0     0    0     0   658    0   168
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  595    72   160  695     0     0    0     0   658    0   168
PCE Adj:     1.00 1.00  1.00  1.00 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  595    79   160  695     0     0    0     0   724    0   168
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 2.00  1.00  1.00 2.00  0.00  0.00 0.00  0.00  1.62 0.00  0.38
Final Sat.:     0 2850  1425  1425 2850     0     0    0     0  2313    0   537
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.21  0.06  0.11 0.24  0.00  0.00 0.00  0.00  0.31 0.00  0.31
Crit Vol:          298         160                      0          446
Crit Moves:       ****        ****                               ****
********************************************************************************
```

```
Baseline (2008) + Project PM Peak              Page 14-1
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                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #13 La CIENEGA BLVD. @ CENTURY BLVD
********************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.982
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180                Level Of Service:                 E
********************************************************************************
Street Name:          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:     151  302   609   370  593   442   164 1213   796   122  751   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:  151  302   609   370  593   442   164 1213   796   122  751   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:   151  302   609   370  593   442   164 1213   796   122  751   231
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  151  302   609   370  593   442   164 1213   796   122  751   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  1.10  1.00 1.00  1.10  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   151  302   670   370  593   486   164 1213   796   122  751   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 2.00  2.00  1.00 2.00  2.00  1.00 3.00  1.00  1.00 3.06  0.94
Final Sat.:  1375 2750  2750  1375 2750  2750  1375 4125  1375  1375 4206  1294
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.11 0.11  0.24  0.27 0.22  0.18  0.12 0.29  0.58  0.09 0.18  0.18
Crit Vol:                335   370                        796     0
Crit Moves:              ****  ****                      ****  ****
********************************************************************************
```

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Baseline (2008) + Project PM Peak              Page 15-1
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                    Crossfield Taxiway Construction Project
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                      Level Of Service Computation Report
             Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #14 La CIENEGA BLVD. @ 405 S/B RAMP
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.494
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       45               Level Of Service:                  A
********************************************************************************
Street Name:          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  1! 0  0    0  0  0  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  617    34   643  883     5     0    0     0     0    0   468
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  617    34   643  883     5     0    0     0     0    0   468
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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    34   643  883     5     0    0     0     0    0   468
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  617    34   643  883     5     0    0     0     0    0   468
PCE Adj:     1.00 1.00  1.00  1.00 1.00  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  617    34   707  883     5     0    0     0     0    0   515
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 1.90  0.10  2.00 1.99  0.01  0.00 1.00  0.00  0.00 0.00  2.00
Final Sat.:     0 2606   144  2750 2735    15     0 1375     0     0    0  2750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.24  0.24  0.26 0.32  0.32  0.00 0.00  0.00  0.00 0.00  0.19
Crit Vol:           325         354                     0                0
Crit Moves:        ****        ****                                  ****
********************************************************************************
```

```
Baseline (2008) + Project PM Peak              Page 16-1
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                  Crossfield Taxiway Construction Project
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                     Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #15 La CIENEGA BLVD. @ 104 TH STREET
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.452
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       34               Level Of Service:                  A
********************************************************************************
Street Name:         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            Ovl            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:     101  528    21    21  813    20   111    3   266     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:  101  528    21    21  813    20   111    3   266     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:   101  528    21    21  813    20   111    3   266     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  101  528    21    21  813    20   111    3   266     0    0     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   101  528    21    21  813    20   111    3   266     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 1.92  0.08  1.00 2.93  0.07  1.00 1.00  1.00  0.00 1.00  0.00
Final Sat.:  1425 2741   109  1425 4172   103  1425 1425  1425     0 1425     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.07 0.19  0.19  0.01 0.19  0.19  0.08 0.00  0.19  0.00 0.00  0.00
Crit Vol:     101                  278                   266     0
Crit Moves:  ****                 ****                  ****
********************************************************************************
```

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```
Baseline (2008) + Project PM Peak              Page 17-1
--------------------------------------------------------------------------------
                    Crossfield Taxiway Construction Project
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
             Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #16 La CIENEGA BLVD. @ LENNOX BLVD
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.478
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.                   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  594   191   218 1017     1     0    0     0    82    0    70
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  594   191   218 1017     1     0    0     0    82    0    70
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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  594   191   218 1017     1     0    0     0    82    0    70
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  594   191   218 1017     1     0    0     0    82    0    70
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  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  594   191   218 1017     1     0    0     0    90    0    70
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 1.51  0.49  1.00 2.99  0.01  0.00 0.00  0.00  2.00 0.00  1.00
Final Sat.:     0 2157   693  1425 4271     4     0    0     0  2850    0  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.28  0.28  0.15 0.24  0.24  0.00 0.00  0.00  0.03 0.00  0.05
Crit Vol:           392         218                    0                     70
Crit Moves:        ****        ****                                      ****
********************************************************************************
```

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```
Baseline (2008) + Project PM Peak              Page 18-1
-------------------------------------------------------------------------------
                  Crossfield Taxiway Construction Project
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
*******************************************************************************
Intersection #17 La CIENEGA BLVD. @ 111TH STREET
*******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.472
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.                   / 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:     103  570     0     0 1008   137   175    0   188     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:  103  570     0     0 1008   137   175    0   188     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:   103  570     0     0 1008   137   175    0   188     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  103  570     0     0 1008   137   175    0   188     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.:   103  570     0     0 1008   137   193    0   188     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 2.64  0.36  2.00 0.00  1.00  0.00 0.00  0.00
Final Sat.:  1425 2850     0     0 3763   512  2850    0  1425     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.07 0.20  0.00  0.00 0.27  0.27  0.07 0.00  0.13  0.00 0.00  0.00
Crit Vol:     103                  382                   188          0
Crit Moves:  ****                 ****                  ****
*******************************************************************************
```

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```
Baseline (2008) + Project PM Peak              Page 19-1
--------------------------------------------------------------------------------
                    Crossfield Taxiway Construction Project
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
             Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #18 La CIENEGA BLVD. @ 405 S/B RAMP
********************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.372
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       Protected       Split Phase      Split Phase
Rights:             Ovl             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:       0  546    69   141 1026     4     0    0    28   160    0    98
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  546    69   141 1026     4     0    0    28   160    0    98
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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  546    69   141 1026     4     0    0    28   160    0    98
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  546    69   141 1026     4     0    0    28   160    0    98
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  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  546    69   141 1026     4     0    0    28   176    0    98
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  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 4258    17     0    0  1425  2850    0  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.19  0.05  0.10 0.24  0.24  0.00 0.00  0.02  0.06 0.00  0.07
Crit Vol:          273         141                          28    88
Crit Moves:       ****        ****                        ****  ****
********************************************************************************
```

```
Baseline (2008) + Project PM Peak              Page 20-1
--------------------------------------------------------------------------------
                  Crossfield Taxiway Construction Project
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #19 CENTURY BLVD. @ 405 N/B RAMP
********************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.581
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       44                Level Of Service:                  A
********************************************************************************
Street Name:         405 NORTH OFF RAMP                  CENTURY BLVD
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected         Permitted         Permitted         Permitted
Rights:           Include           Include           Include           Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  0  0  1    0  0  0  0  1    1  0  2  1  1    0  0  2  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     438    0   408     0    0    32    33 1545   616     0  892    17
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  438    0   408     0    0    32    33 1545   616     0  892    17
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   438    0   408     0    0    32    33 1545   616     0  892    17
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  438    0   408     0    0    32    33 1545   616     0  892    17
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.10  1.00 1.00  1.00
Final Vol.:   482    0   408     0    0    32    33 1545   678     0  892    17
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 0.00  1.00  0.00 0.00  1.00  1.00 2.78  1.22  0.00 2.94  0.06
Final Sat.:  2850    0  1425     0    0  1425  1425 3962  1738     0 4195    80
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.17 0.00  0.29  0.00 0.00  0.02  0.02 0.39  0.39  0.00 0.21  0.21
Crit Vol:     241                          32         556           0
Crit Moves:  ****                         ****        ****         ****
********************************************************************************
```

```
2009 -AM Peak                                                                Page 1-
1
-------------------------------------------------------------------------------
                    Crossfield Taxiway Construction Project
-------------------------------------------------------------------------------
                                Scenario Report
Scenario:             2009 -AM Peak

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

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```
2009 -AM Peak                                  Page 2-1
------------------------------------------------------------------------------
                  Crossfield Taxiway Construction Project
------------------------------------------------------------------------------
                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #1 IMPERIAL HWY @ PERSHING DR.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.606
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      125               Level Of Service:                 B
******************************************************************************
Street Name:    PERSHING DR./HYPERION DWY.              IMPERIAL HWY
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Protected        Protected
Rights:           Include          Include          Include           Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  1! 0  0    1  1  0  0  1    2  0  1  1  0    1  0  2  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       1    0     1   527    2    42   135  245     4     8  254   757
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    1    0     1   527    2    42   135  245     4     8  254   757
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     1    0     1   527    2    42   135  245     4     8  254   757
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    1    0     1   527    2    42   135  245     4     8  254   757
PCE Adj:     1.00 1.00  1.00  1.00 1.00  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  1.00
Final Vol.:     1    0     1   580    2    42   149  245     4     8  254   757
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.50 0.00  0.50  1.99 0.01  1.00  2.00 1.97  0.03  1.00 2.00  1.00
Final Sat.:   688    0   688  2741    9  1375  2750 2706    44  1375 2750  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.00  0.21 0.21  0.03  0.05 0.09  0.09  0.01 0.09  0.55
Crit Vol:                  2     0              74                         757
Crit Moves:             ****  ****            ****                       ****
******************************************************************************

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2009 -AM Peak                                Page 3-1
-------------------------------------------------------------------------------
                  Crossfield Taxiway Construction Project
-------------------------------------------------------------------------------
                    Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
*******************************************************************************
Intersection #2 IMPERIAL HWY @MAIN STREET
*******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.492
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       37               Level Of Service:                 A
*******************************************************************************
Street Name:            MAIN STREET                     IMPERIAL HWY
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase        Permitted       Protected
Rights:           Ignore           Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  1  0  0  1    1  0  0  0  0    0  0  2  0  1    1  0  2  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: .
Base Vol:     213    0   470     2    0     0     0  653    93   256  843     4
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  213    0   470     2    0     0     0  653    93   256  843     4
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:   213    0     0     2    0     0     0  653    93   256  843     4
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  213    0     0     2    0     0     0  653    93   256  843     4
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  1.00 1.00  1.00
Final Vol.:   234    0     0     2    0     0     0  653    93   256  843     4
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 0.00  1.00  1.00 0.00  0.00  0.00 2.00  1.00  1.00 2.00  1.00
Final Sat.:  2850    0  1425  1425    0     0     0 2850  1425  1425 2850  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.08 0.00  0.00  0.00 0.00  0.00  0.00 0.23  0.07  0.18 0.30  0.00
Crit Vol:     117               2                  327          256
Crit Moves:  ****              ****                ****         ****
*******************************************************************************
```

```
2009 -AM Peak                                  Page 4-1
-------------------------------------------------------------------------------
                  Crossfield Taxiway Construction Project
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
*******************************************************************************
Intersection #3 IMPERIAL HWY @ SEPULVEDA BL.
*******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.592
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       56               Level Of Service:                  A
*******************************************************************************
Street Name:          SEPULVEDA BL.                     IMPERIAL HWY
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    2  0  3  1  0    2  0  3  0  1    2  0  3  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: .
Base Vol:      74 1016   476   150 1357    20   128  204    96   154  141   185
Growth Adj:  1.00 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 1016   476   150 1357    20   128  204    96   154  141   185
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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 1016   476   150 1357    20   128  204    96   154  141   185
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   74 1016   476   150 1357    20   128  204    96   154  141   185
PCE Adj:     1.00 1.00  1.00  1.00 1.00  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.:    74 1016   476   165 1357    20   141  204    96   169  141   185
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  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 3.94  0.06  2.00 3.00  1.00  2.00 3.00  1.00
Final Sat.:  1375 4125  1375  2750 5420    80  2750 4125  1375  2750 4125  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.05 0.25  0.35  0.06 0.25  0.25  0.05 0.05  0.07  0.06 0.03  0.13
Crit Vol:                476    83              70                         185
Crit Moves:             ****  ****            ****                       ****
*******************************************************************************

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                      Level Of Service Computation Report
              Circular 212 Planning Method (Base Volume Alternative)
*******************************************************************************
Intersection #4 IMPERIAL HWY @ NASH ST.
*******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.464
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       35               Level Of Service:                  A
*******************************************************************************
Street Name:  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:       7    0    15   217  772   392     0  370    66   148  591     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:    7    0    15   217  772   392     0  370    66   148  591     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:     7    0    15   217  772   392     0  370    66   148  591     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    7    0    15   217  772   392     0  370    66   148  591     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.:     7    0    17   239  772   431     0  370    66   163  591     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 1.81  1.19  0.00 2.55  0.45  2.00 3.00  0.00
Final Sat.:  1425    0  2850  1425 2577  1698     0 3628   647  2850 4275     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.01  0.17 0.30  0.25  0.00 0.10  0.10  0.06 0.14  0.00
Crit Vol:                 8        427              145          81
Crit Moves:             ****       ****             ****         ****
*******************************************************************************
```

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                  Crossfield Taxiway Construction Project
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
*******************************************************************************
Intersection #5 IMPERIAL HWY. @ DOUGLAS ST.
*******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.225
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       24               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         Permitted
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:      39    9    55    12    3    12    20  305    59    75  709    47
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   39    9    55    12    3    12    20  305    59    75  709    47
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    39    9    55    12    3    12    20  305    59    75  709    47
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   39    9    55    12    3    12    20  305    59    75  709    47
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.10  1.10 1.00  1.10  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:    39    9    61    13    3    13    20  305    59    83  709    47
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.00  2.00  1.35 0.30  1.35  1.00 2.51  0.49  2.00 2.81  0.19
Final Sat.:  1425 1425  2850  1919  436  1919  1425 3582   693  2850 4009   266
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.01  0.02  0.01 0.01  0.01  0.01 0.09  0.09  0.03 0.18  0.18
Crit Vol:      39                  10          20                  252
Crit Moves:  ****                ****        ****                ****
*******************************************************************************
```

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                    Crossfield Taxiway Construction Project
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                      Level Of Service Computation Report
              Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #6 IMPERIAL HWY. @ AVIATION BL.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.619
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       60               Level Of Service:                 B
********************************************************************************
Street Name:            AVIATION BL.                    IMPERIAL HWY.
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:            Ovl              Ovl            Include            Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  2  0  1    2  0  1  1  1    2  0  2  1  0    2  0  3  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: .
Base Vol:     159  404    92   133  224   107    82  194    61   223  651   604
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  159  404    92   133  224   107    82  194    61   223  651   604
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   159  404    92   133  224   107    82  194    61   223  651   604
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  159  404    92   133  224   107    82  194    61   223  651   604
PCE Adj:     1.00 1.00  1.00  1.00 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.:   175  404    92   146  224   118    90  194    61   245  651   604
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 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 1.97  1.03  2.00 2.28  0.72  2.00 3.00  1.00
Final Sat.:  2750 2750  1375  2750 2704  1421  2750 3138   987  2750 4125  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.06 0.15  0.07  0.05 0.08  0.08  0.03 0.06  0.06  0.09 0.16  0.44
Crit Vol:          202           0               45                        604
Crit Moves:       ****         ****             ****                      ****
********************************************************************************
```

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                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #7 IMPERIAL HWY. @  105 RAMP
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.582
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       55               Level Of Service:                  A
********************************************************************************
Street Name:            / 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       Protected        Protected
Rights:            Ovl              Include           Ovl              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:     766    0   267     0    0     0     0  175   269    53  759     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:  766    0   267     0    0     0     0  175   269    53  759     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:   766    0   267     0    0     0     0  175   269    53  759     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  766    0   267     0    0     0     0  175   269    53  759     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.:   843    0   294     0    0     0     0  175   296    58  759     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 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.:  2750    0  2750     0    0     0     0 2750  2750  2750 2750     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.31 0.00  0.11  0.00 0.00  0.00  0.00 0.06  0.11  0.02 0.28  0.00
Crit Vol:     421                    0           0                   380
Crit Moves:  ****                               ****                ****
********************************************************************************
```

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                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
*******************************************************************************
Intersection #8 IMPERIAL HWY. @ La CIENEGA BLVD.
*******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.299
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.                  IMPERIAL 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           Ovl              Ovl
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:      59  136    85    43  117   207   163  125   138    42  524   303
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   59  136    85    43  117   207   163  125   138    42  524   303
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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  136    85    43  117   207   163  125   138    42  524   303
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   59  136    85    43  117   207   163  125   138    42  524   303
PCE Adj:     1.00 1.00  1.00  1.00 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.:    65  136    94    47  117   228   179  125   152    46  524   333
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 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 1.78  1.22  2.00 1.02  1.98  2.00 3.00  2.00  2.00 3.00  2.00
Final Sat.:  2750 2444  1681  2750 1400  2725  2750 4125  2750  2750 4125  2750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.06  0.06  0.02 0.08  0.08  0.07 0.03  0.06  0.02 0.13  0.12
Crit Vol:      32                 115           90                 175
Crit Moves:  ****                ****         ****                ****
*******************************************************************************
```

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********************************************************************************
Intersection #9 IMPERIAL HWY. @ 405 NORTH RAMP
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.252
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       25               Level Of Service:                  A
********************************************************************************
Street Name:          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:     242    0    42     0    0     0     0  182    48     0  614   301
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  242    0    42     0    0     0     0  182    48     0  614   301
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:   242    0    42     0    0     0     0  182     0     0  614     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  242    0    42     0    0     0     0  182     0     0  614     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
MLF Adj:     1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
Final Vol.:   266    0    42     0    0     0     0  182     0     0  614     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.73 0.00  0.27  0.00 0.00  0.00  0.00 3.00  1.00  0.00 3.00  1.00
Final Sat.:  2462    0   388     0    0     0     0 4275  1425     0 4275  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.11 0.00  0.11  0.00 0.00  0.00  0.00 0.04  0.00  0.00 0.14  0.00
Crit Vol:     154                    0           0                   205
Crit Moves:  ****                               ****                ****
********************************************************************************
```

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********************************************************************************
Intersection #10 AVIATION BLVD. @ CENTURY BLVD.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.551
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       51               Level Of Service:                  A
********************************************************************************
Street Name:          AVIATION BLVD.                    CENTURY BLVD.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  1  1  0    2  0  2  0  1    1  0  3  1  0    1  0  3  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: .
Base Vol:     436  437    34    49  247    97    74  715   208    62 1185    95
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  436  437    34    49  247    97    74  715   208    62 1185    95
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   436  437    34    49  247    97    74  715   208    62 1185    95
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  436  437    34    49  247    97    74  715   208    62 1185    95
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   480  437    34    54  247    97    74  715   208    62 1185    95
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 1.86  0.14  2.00 2.00  1.00  1.00 3.10  0.90  1.00 3.70  0.30
Final Sat.:  2750 2551   199  2750 2750  1375  1375 4261  1239  1375 5092   408
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.17 0.17  0.17  0.02 0.09  0.07  0.05 0.17  0.17  0.05 0.23  0.23
Crit Vol:     240                124           74                320
Crit Moves:  ****               ****         ****               ****
********************************************************************************
```

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********************************************************************************
Intersection #11 AVIATION BLVD. @ 111TH
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.431
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       25               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:         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  1  1  0    1  0  1  1  0    1  0  0  1  0    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: .
Base Vol:      22  941    54    57  547    41    26   13    21    26   26    66
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   22  941    54    57  547    41    26   13    21    26   26    66
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    22  941    54    57  547    41    26   13    21    26   26    66
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   22  941    54    57  547    41    26   13    21    26   26    66
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:    22  941    54    57  547    41    26   13    21    26   26    66
------------|---------------||---------------||---------------||---------------|
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 1.89  0.11  1.00 1.86  0.14  1.00 0.38  0.62  1.00 1.00  1.00
Final Sat.:  1500 2837   163  1500 2791   209  1500  574   926  1500 1500  1500
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.33  0.33  0.04 0.20  0.20  0.02 0.02  0.02  0.02 0.02  0.04
Crit Vol:          497          57              26                          66
Crit Moves:       ****         ****            ****                        ****
********************************************************************************
```

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********************************************************************************
Intersection #12 La CIENEGA BLVD. @ 405 S/B RAPM
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.525
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 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  595    77   124  260     0     0    0     0   552    0    45
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  595    77   124  260     0     0    0     0   552    0    45
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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  595    77   124  260     0     0    0     0   552    0    45
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  595    77   124  260     0     0    0     0   552    0    45
PCE Adj:     1.00 1.00  1.00  1.00 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  595    85   124  260     0     0    0     0   607    0    45
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  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  1.86 0.00  0.14
Final Sat.:     0 2850  1425  1425 2850     0     0    0     0  2653    0   197
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.21  0.06  0.09 0.09  0.00  0.00 0.00  0.00  0.23 0.00  0.23
Crit Vol:          298         124                      0                    326
Crit Moves:       ****        ****                                          ****
********************************************************************************
```

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********************************************************************************
Intersection #13 La CIENEGA BLVD. @ CENTURY BLVD
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.474
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       43               Level Of Service:                  A
********************************************************************************
Street Name:         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:     113  269   139    69  319   413    66  428   264   217  938   355
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  113  269   139    69  319   413    66  428   264   217  938   355
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   113  269   139    69  319   413    66  428   264   217  938   355
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  113  269   139    69  319   413    66  428   264   217  938   355
PCE Adj:     1.00 1.00  1.00  1.00 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.:   113  269   153    69  319   454    66  428   264   217  938   355
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  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:     0.08 0.10  0.06  0.05 0.12  0.17  0.05 0.10  0.19  0.16 0.23  0.26
Crit Vol:     113                  160          66                  313
Crit Moves:  ****                 ****         ****                ****
********************************************************************************
```

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********************************************************************************
Intersection #14 La CIENEGA BLVD. @ 405 S/B RAMP
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.314
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.                   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  452    23   351  419     7     0    0     1     0    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  452    23   351  419     7     0    0     1     0    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  452    23   351  419     7     0    0     1     0    0    61
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  452    23   351  419     7     0    0     1     0    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  1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.10
Final Vol.:     0  452    23   386  419     7     0    0     1     0    0    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:       0.00 1.90  0.10  2.00 1.97  0.03  0.00 0.00  1.00  0.00 0.00  2.00
Final Sat.:     0 2617   133  2750 2705    45     0    0  1375     0    0  2750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.17  0.17  0.14 0.15  0.15  0.00 0.00  0.00  0.00 0.00  0.02
Crit Vol:          237         193                          1           0
Crit Moves:       ****        ****                       ****        ****
********************************************************************************
```

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********************************************************************************
Intersection #15 La CIENEGA BLVD. @ 104 TH STREET
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.251
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       25               Level Of Service:                  A
********************************************************************************
Street Name:         La CIENEGA BLVD.                  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            Ovl            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:     158  433    14    18  347    42    21    1    67     3    1     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:  158  433    14    18  347    42    21    1    67     3    1     1
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   158  433    14    18  347    42    21    1    67     3    1     1
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  158  433    14    18  347    42    21    1    67     3    1     1
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   158  433    14    18  347    42    21    1    67     3    1     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:       1.00 1.94  0.06  1.00 2.68  0.32  1.00 1.00  1.00  0.60 0.20  0.20
Final Sat.:  1425 2761    89  1425 3813   462  1425 1425  1425   855  285   285
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.11 0.16  0.16  0.01 0.09  0.09  0.01 0.00  0.05  0.00 0.00  0.00
Crit Vol:     158                  130                      67     3
Crit Moves:  ****                 ****                    ****  ****
********************************************************************************
```

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********************************************************************************
Intersection #16 La CIENEGA BLVD. @ LENNOX BLVD
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.301
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       27               Level Of Service:                  A
********************************************************************************
Street Name:          La CIENEGA BLVD.                   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  482    23    37  306     1     0    0     0    99    0   139
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  482    23    37  306     1     0    0     0    99    0   139
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  482    23    37  306     1     0    0     0    99    0   139
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  482    23    37  306     1     0    0     0    99    0   139
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     0  482    23    37  306     1     0    0     0   109    0   139
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  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  1.00 2.99  0.01  0.00 0.00  0.00  2.00 0.00  1.00
Final Sat.:     0 2720   130  1425 4261    14     0    0     0  2850    0  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.18  0.18  0.03 0.07  0.07  0.00 0.00  0.00  0.04 0.00  0.10
Crit Vol:          252          37                     0                    139
Crit Moves:       ****         ****                                      ****
********************************************************************************
```

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           Circular 212 Planning Method (Base Volume Alternative)
*******************************************************************************
Intersection #17 La CIENEGA BLVD. @ 111TH STREET
*******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.198
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       23               Level Of Service:                  A
*******************************************************************************
Street Name:         La CIENEGA BLVD.                  / 111TH STREET
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted      Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  0  0    0  0  2  1  0    2  0  0  0  1    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: .
Base Vol:     120  396     0     0  292    95    61    0    31     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:  120  396     0     0  292    95    61    0    31     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:   120  396     0     0  292    95    61    0    31     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  120  396     0     0  292    95    61    0    31     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.:   120  396     0     0  292    95    67    0    31     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 2.26  0.74  2.00 0.00  1.00  0.00 0.00  0.00
Final Sat.:  1425 2850     0     0 3226  1049  2850    0  1425     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.08 0.14  0.00  0.00 0.09  0.09  0.02 0.00  0.02  0.00 0.00  0.00
Crit Vol:     120                  129          34                    0
Crit Moves:  ****                 ****         ****
*******************************************************************************
```

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                    Crossfield Taxiway Construction Project
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
             Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #18 La CIENEGA BLVD. @ 405 S/B RAMP
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.247
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       25               Level Of Service:                  A
********************************************************************************
Street Name:          La CIENEGA BLVD.                    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       Protected       Split Phase      Split Phase
Rights:             Ovl             Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  0  1    1  0  2  1  0    0  0  1! 0  0    2  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: .
Base Vol:       0  476    79    50  285     4     1    1     4   106    0    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:    0  476    79    50  285     4     1    1     4   106    0    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:     0  476    79    50  285     4     1    1     4   106    0    37
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  476    79    50  285     4     1    1     4   106    0    37
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     0  476    79    50  285     4     1    1     4   117    0    37
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  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 2.96  0.04  0.17 0.17  0.66  2.00 0.00  1.00
Final Sat.:  1425 2850  1425  1425 4216    59   238  238   950  2850    0  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.17  0.06  0.04 0.07  0.07  0.00 0.00  0.00  0.04 0.00  0.03
Crit Vol:          238          50                   6          58
Crit Moves:       ****         ****                 ****        ****
********************************************************************************
```

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                  Crossfield Taxiway Construction Project
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #19 CENTURY BLVD. @ 405 N/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:       42               Level Of Service:                  A
********************************************************************************
Street Name:        405 NORTH OFF RAMP                 CENTURY BLVD
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected         Permitted         Permitted         Permitted
Rights:           Include           Include           Include           Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  0  0  1    0  0  0  0  1    1  0  2  1  1    0  0  2  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: .
Base Vol:     703    0   108     0    0    24     7  357   256     0 1112     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:  703    0   108     0    0    24     7  357   256     0 1112     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:   703    0   108     0    0    24     7  357   256     0 1112     7
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  703    0   108     0    0    24     7  357   256     0 1112     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.:   773    0   108     0    0    24     7  357   282     0 1112     7
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 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 2.24  1.76  0.00 2.98  0.02
Final Sat.:  2850    0  1425     0    0  1425  1425 3187  2513     0 4248    27
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.27 0.00  0.08  0.00 0.00  0.02  0.00 0.11  0.11  0.00 0.26  0.26
Crit Vol:     387                          24     7                  373
Crit Moves:  ****                         ****  ****                ****
********************************************************************************
```

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                    Crossfield Taxiway Construction Project
-------------------------------------------------------------------------------
                                Scenario Report
Scenario:             2009- PM Peak

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

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2009- PM Peak                                  Page 4-1
--------------------------------------------------------------------------------
                    Crossfield Taxiway Construction Project
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #1 IMPERIAL HWY @ PERSHING DR.
********************************************************************************
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:    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        Protected
Rights:           Include          Include          Include          Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  1! 0  0    1  1  0  0  1    2  0  1  1  0    1  0  2  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       4    0     7   773   26   169   138  502     0     4  476   652
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    4    0     7   773   26   169   138  502     0     4  476   652
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     4    0     7   773   26   169   138  502     0     4  476   652
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    4    0     7   773   26   169   138  502     0     4  476   652
PCE Adj:     1.00 1.00  1.00  1.00 1.00  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  1.00
Final Vol.:     4    0     7   850   26   169   152  502     0     4  476   652
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.36 0.00  0.64  1.94 0.06  1.00  2.00 2.00  0.00  1.00 2.00  1.00
Final Sat.:   500    0   875  2668   82  1375  2750 2750     0  1375 2750  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.00  0.01  0.32 0.32  0.12  0.06 0.18  0.00  0.00 0.17  0.47
Crit Vol:                 11   438              76                   238
Crit Moves:              ****  ****            ****                 ****
********************************************************************************
```

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                      Level Of Service Computation Report
             Circular 212 Planning Method (Base Volume Alternative)
*******************************************************************************
Intersection #2 IMPERIAL HWY @MAIN STREET
*******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.812
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       99               Level Of Service:                  D
*******************************************************************************
Street Name:            MAIN STREET                     IMPERIAL HWY
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase        Permitted       Protected
Rights:           Ignore           Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  1  0  0  1    1  0  0  0  0    0  0  2  0  1    1  0  2  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     225    0   387     2    0     0     0  964   296   550  879     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  225    0   387     2    0     0     0  964   296   550  879     0
User Adj:    1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   225    0     0     2    0     0     0  964   296   550  879     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  225    0     0     2    0     0     0  964   296   550  879     0
PCE Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   248    0     0     2    0     0     0  964   296   550  879     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 0.00  1.00  1.00 0.00  0.00  0.00 2.00  1.00  1.00 2.00  1.00
Final Sat.:  2850    0  1425  1425    0     0     0 2850  1425  1425 2850  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.09 0.00  0.00  0.00 0.00  0.00  0.00 0.34  0.21  0.39 0.31  0.00
Crit Vol:     124               2                  482          550
Crit Moves:  ****              ****                ****         ****
*******************************************************************************
```

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                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
*******************************************************************************
Intersection #3 IMPERIAL HWY @ SEPULVEDA BL.
*******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        1.280
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180               Level Of Service:                 F
*******************************************************************************
Street Name:          SEPULVEDA BL.                     IMPERIAL HWY
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    2  0  3  1  0    2  0  3  0  1    2  0  3  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     177 1870  1163   313 1855    39   166  314   180   228  308   334
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  177 1870  1163   313 1855    39   166  314   180   228  308   334
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   177 1870  1163   313 1855    39   166  314   180   228  308   334
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  177 1870  1163   313 1855    39   166  314   180   228  308   334
PCE Adj:     1.00 1.00  1.00  1.00 1.00  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.:   177 1870  1163   344 1855    39   183  314   180   251  308   334
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  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 3.92  0.08  2.00 3.00  1.00  2.00 3.00  1.00
Final Sat.:  1375 4125  1375  2750 5387   113  2750 4125  1375  2750 4125  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.13 0.45  0.85  0.13 0.34  0.34  0.07 0.08  0.13  0.09 0.07  0.24
Crit Vol:               1163   172              91                        334
Crit Moves:             ****  ****             ****                      ****
*******************************************************************************

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********************************************************************************
Intersection #4 IMPERIAL HWY @ NASH ST.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.379
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       30               Level Of Service:                  A
********************************************************************************
Street Name:  FWY 105 OFF RAMP/ NASH STREET            IMPERIAL HWY.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase        Permitted       Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  0  0  2    1  1  0  1  1    0  0  2  1  0    2  0  3  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      73    0    95   175  193   195     0  798    55    60  879     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   73    0    95   175  193   195     0  798    55    60  879     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    73    0    95   175  193   195     0  798    55    60  879     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   73    0    95   175  193   195     0  798    55    60  879     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.10  1.10 1.00  1.10  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:    73    0   104   193  193   215     0  798    55    66  879     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 0.00  2.00  1.28 1.29  1.43  0.00 2.81  0.19  2.00 3.00  0.00
Final Sat.:  1425    0  2850  1825 1833  2042     0 3999   276  2850 4275     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.05 0.00  0.04  0.11 0.11  0.11  0.00 0.20  0.20  0.02 0.21  0.00
Crit Vol:      73              150                 284           33
Crit Moves:  ****            ****                ****         ****
********************************************************************************
```

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            Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #5 IMPERIAL HWY. @ DOUGLAS ST.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.611
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       48               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         Permitted
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:     171   17   432    86   14    43    39 1003    42    30  584    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:  171   17   432    86   14    43    39 1003    42    30  584    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:   171   17   432    86   14    43    39 1003    42    30  584    36
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  171   17   432    86   14    43    39 1003    42    30  584    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  1.10  1.10 1.00  1.10  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:   171   17   475    95   14    47    39 1003    42    33  584    36
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  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  1.82 0.18  1.00  1.00 2.88  0.12  2.00 2.83  0.17
Final Sat.:  1425 1425  2850  2594  256  1425  1425 4103   172  2850 4027   248
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.12 0.01  0.17  0.04 0.05  0.03  0.03 0.24  0.24  0.01 0.15  0.15
Crit Vol:                238         78              348              207
Crit Moves:             ****       ****            ****             ****
********************************************************************************
```

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            Circular 212 Planning Method (Base Volume Alternative)
*******************************************************************************
Intersection #6 IMPERIAL HWY. @ AVIATION BL.
*******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.752
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       92               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:     169  466   326   436  558   108   237 1063   252   224  418   355
Growth Adj:  1.00 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  466   326   436  558   108   237 1063   252   224  418   355
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   169  466   326   436  558   108   237 1063   252   224  418   355
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  169  466   326   436  558   108   237 1063   252   224  418   355
PCE Adj:     1.00 1.00  1.00  1.00 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.:   186  466   326   480  558   119   261 1063   252   246  418   355
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 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 2.43  0.57  2.00 3.00  1.00
Final Sat.:  2750 2750  1375  2750 2750  1375  2750 3335   790  2750 4125  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.07 0.17  0.24  0.17 0.20  0.09  0.09 0.32  0.32  0.09 0.10  0.26
Crit Vol:          233         240                  438         123
Crit Moves:       ****        ****                 ****        ****
*******************************************************************************
```

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********************************************************************************
Intersection #7 IMPERIAL HWY. @  105 RAMP
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.616
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       59               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       Protected        Protected
Rights:            Ovl              Include           Ovl              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:     441    0   527     0    0     0     0  975   806   252  613     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:  441    0   527     0    0     0     0  975   806   252  613     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   441    0   527     0    0     0     0  975   806   252  613     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  441    0   527     0    0     0     0  975   806   252  613     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.10  1.00 1.00  1.00  1.00 1.00  1.10  1.10 1.00  1.00
Final Vol.:   485    0   580     0    0     0     0  975   887   277  613     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 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 2.09  1.91  2.00 2.00  0.00
Final Sat.:  2750    0  2750     0    0     0     0 2881  2619  2750 2750     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.18 0.00  0.21  0.00 0.00  0.00  0.00 0.34  0.34  0.10 0.22  0.00
Crit Vol:     243                    0              465         139
Crit Moves:  ****                                  ****        ****
********************************************************************************
```

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********************************************************************************
Intersection #8 IMPERIAL HWY. @ La CIENEGA BLVD.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.654
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       66               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           Ovl              Ovl
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:      77  207   613   352  478   380   204 1028   238    47  406   197
Growth Adj:  1.00 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  207   613   352  478   380   204 1028   238    47  406   197
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    77  207   613   352  478   380   204 1028   238    47  406   197
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   77  207   613   352  478   380   204 1028   238    47  406   197
PCE Adj:     1.00 1.00  1.00  1.00 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.:    85  207   674   387  478   418   224 1028   262    52  406   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:       2.00 1.00  2.00  2.00 1.60  1.40  2.00 3.00  2.00  2.00 3.00  2.00
Final Sat.:  2750 1375  2750  2750 2201  1924  2750 4125  2750  2750 4125  2750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.15  0.25  0.14 0.22  0.22  0.08 0.25  0.10  0.02 0.10  0.08
Crit Vol:                337   194                343          26
Crit Moves:             ****  ****               ****        ****
********************************************************************************
```

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********************************************************************************
Intersection #9 IMPERIAL HWY. @ 405 NORTH RAMP
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.565
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       43               Level Of Service:                  A
********************************************************************************
Street Name:          405 NORTH RAMP                    IMPERIAL HWY
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase        Permitted        Permitted
Rights:           Include          Include          Ignore           Ignore
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1! 0  0    0  0  0  0  0    0  0  2  1  1    0  0  2  1  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     226    0   223     0    0     0     0 1709   243     0  419   188
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  226    0   223     0    0     0     0 1709   243     0  419   188
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:   226    0   223     0    0     0     0 1709     0     0  419     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  226    0   223     0    0     0     0 1709     0     0  419     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.:   249    0   223     0    0     0     0 1709     0     0  419     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:       1.05 0.01  0.94  0.00 0.00  0.00  0.00 3.00  1.00  0.00 3.00  1.00
Final Sat.:  1502    0  1348     0    0     0     0 4275  1425     0 4275  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.17 0.00  0.17  0.00 0.00  0.00  0.00 0.40  0.00  0.00 0.10  0.00
Crit Vol:                236          0              570          0
Crit Moves:              ****                        ****         ****
********************************************************************************
```

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********************************************************************************
Intersection #10 AVIATION BLVD. @ CENTURY 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:      147               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:     459  668    86   124  533   113   137 1761   424    96 1258   114
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  459  668    86   124  533   113   137 1761   424    96 1258   114
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   459  668    86   124  533   113   137 1761   424    96 1258   114
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  459  668    86   124  533   113   137 1761   424    96 1258   114
PCE Adj:     1.00 1.00  1.00  1.00 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.:   505  668    86   136  533   113   137 1761   424    96 1258   114
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 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 1.77  0.23  2.00 2.00  1.00  1.00 3.22  0.78  1.00 3.67  0.33
Final Sat.:  2750 2436   314  2750 2750  1375  1375 4433  1067  1375 5043   457
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.18 0.27  0.27  0.05 0.19  0.08  0.10 0.40  0.40  0.07 0.25  0.25
Crit Vol:     252                267              546              96
Crit Moves:  ****               ****             ****             ****
********************************************************************************
```

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********************************************************************************
Intersection #11 AVIATION BLVD. @ 111TH
********************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.546
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       32                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:         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  1  1  0    1  0  1  1  0    1  0  0  1  0    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      19  915    98    88 1117    83    77   80    30    54   54   123
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   19  915    98    88 1117    83    77   80    30    54   54   123
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    19  915    98    88 1117    83    77   80    30    54   54   123
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   19  915    98    88 1117    83    77   80    30    54   54   123
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:    19  915    98    88 1117    83    77   80    30    54   54   123
------------|---------------||---------------||---------------||---------------|
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 1.81  0.19  1.00 1.86  0.14  1.00 0.73  0.27  1.00 1.00  1.00
Final Sat.:  1500 2710   290  1500 2793   208  1500 1091   409  1500 1500  1500
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.34  0.34  0.06 0.40  0.40  0.05 0.07  0.07  0.04 0.04  0.08
Crit Vol:      19                  600          77                         123
Crit Moves:  ****                ****         ****                       ****
********************************************************************************
```

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********************************************************************************
Intersection #12 La CIENEGA BLVD. @ 405 S/B RAPM
********************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.643
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 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  605    73   163  709     0     0    0     0   665    0   171
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  605    73   163  709     0     0    0     0   665    0   171
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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  605    73   163  709     0     0    0     0   665    0   171
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  605    73   163  709     0     0    0     0   665    0   171
PCE Adj:     1.00 1.00  1.00  1.00 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  605    80   163  709     0     0    0     0   732    0   171
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  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  1.62 0.00  0.38
Final Sat.:     0 2850  1425  1425 2850     0     0    0     0  2310    0   540
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.21  0.06  0.11 0.25  0.00  0.00 0.00  0.00  0.32 0.00  0.32
Crit Vol:          303         163                      0          451
Crit Moves:       ****        ****                               ****
********************************************************************************
```

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********************************************************************************
Intersection #13 La CIENEGA BLVD. @ CENTURY BLVD
********************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        1.000
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:     154  308   621   377  598   451   166 1233   810   116  766   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:  154  308   621   377  598   451   166 1233   810   116  766   236
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   154  308   621   377  598   451   166 1233   810   116  766   236
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  154  308   621   377  598   451   166 1233   810   116  766   236
PCE Adj:     1.00 1.00  1.00  1.00 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.:   154  308   683   377  598   496   166 1233   810   116  766   236
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  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 3.06  0.94
Final Sat.:  1375 2750  2750  1375 2750  2750  1375 4125  1375  1375 4205  1295
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.11 0.11  0.25  0.27 0.22  0.18  0.12 0.30  0.59  0.08 0.18  0.18
Crit Vol:                342   377                          810     0
Crit Moves:              ****  ****                         ****  ****
********************************************************************************
```

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                    Crossfield Taxiway Construction Project
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                      Level Of Service Computation Report
             Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #14 La CIENEGA BLVD. @ 405 S/B RAMP
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.504
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       46               Level Of Service:                  A
********************************************************************************
Street Name:          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  1! 0  0    0  0  0  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  629    35   656  885     5     0    0     0     0    0   477
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  629    35   656  885     5     0    0     0     0    0   477
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  629    35   656  885     5     0    0     0     0    0   477
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  629    35   656  885     5     0    0     0     0    0   477
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 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  629    35   722  885     5     0    0     0     0    0   525
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  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 1.00  0.00  0.00 0.00  2.00
Final Sat.:     0 2605   145  2750 2735    15     0 1375     0     0    0  2750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.24  0.24  0.26 0.32  0.32  0.00 0.00  0.00  0.00 0.00  0.19
Crit Vol:          332         361                      0                 0
Crit Moves:       ****        ****                                     ****
********************************************************************************
```

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                  Crossfield Taxiway Construction Project
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #15 La CIENEGA BLVD. @ 104 TH STREET
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.446
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            Ovl            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:     103  539    21    21  813    20   113    3   255     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:  103  539    21    21  813    20   113    3   255     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:   103  539    21    21  813    20   113    3   255     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  103  539    21    21  813    20   113    3   255     0    0     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   103  539    21    21  813    20   113    3   255     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 1.92  0.08  1.00 2.93  0.07  1.00 1.00  1.00  0.00 1.00  0.00
Final Sat.:  1425 2743   107  1425 4172   103  1425 1425  1425     0 1425     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.07 0.20  0.20  0.01 0.19  0.19  0.08 0.00  0.18  0.00 0.00  0.00
Crit Vol:     103                  278                   255     0
Crit Moves:  ****                 ****                  ****
******************************************************************************
```

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                      Level Of Service Computation Report
             Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #16 La CIENEGA BLVD. @ LENNOX BLVD
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.487
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       36               Level Of Service:                  A
********************************************************************************
Street Name:          La CIENEGA BLVD.                    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  606   195   222  918     1     0    0     0    84    0    71
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  606   195   222  918     1     0    0     0    84    0    71
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  606   195   222  918     1     0    0     0    84    0    71
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  606   195   222  918     1     0    0     0    84    0    71
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     0  606   195   222  918     1     0    0     0    92    0    71
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 1.51  0.49  1.00 2.99  0.01  0.00 0.00  0.00  2.00 0.00  1.00
Final Sat.:     0 2156   694  1425 4270     5     0    0     0  2850    0  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.28  0.28  0.16 0.21  0.21  0.00 0.00  0.00  0.03 0.00  0.05
Crit Vol:          400         222                    0                      71
Crit Moves:       ****        ****                                        ****
********************************************************************************
```

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                    Crossfield Taxiway Construction Project
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                      Level Of Service Computation Report
             Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #17 La CIENEGA BLVD. @ 111TH STREET
********************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.452
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:
Base Vol:     105  581     0     0  915   127   179    0   192     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  105  581     0     0  915   127   179    0   192     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   105  581     0     0  915   127   179    0   192     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  105  581     0     0  915   127   179    0   192     0    0     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00
Final Vol.:   105  581     0     0  915   127   197    0   192     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.00  0.00  0.00 2.63  0.37  2.00 0.00  1.00  0.00 0.00  0.00
Final Sat.:  1425 2850     0     0 3754   521  2850    0  1425     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.07 0.20  0.00  0.00 0.24  0.24  0.07 0.00  0.13  0.00 0.00  0.00
Crit Vol:     105                  347                   192          0
Crit Moves:  ****                 ****                  ****
********************************************************************************
```

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                      Level Of Service Computation Report
             Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #18 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       Protected       Split Phase      Split Phase
Rights:             Ovl             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:       0  557    70   117  968     4     0    0    29   163    0   100
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  557    70   117  968     4     0    0    29   163    0   100
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  557    70   117  968     4     0    0    29   163    0   100
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  557    70   117  968     4     0    0    29   163    0   100
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     0  557    70   117  968     4     0    0    29   179    0   100
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       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:     0.00 0.20  0.05  0.08 0.23  0.23  0.00 0.00  0.02  0.06 0.00  0.07
Crit Vol:          279         117                          29    90
Crit Moves:       ****        ****                        ****  ****
********************************************************************************
```

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--------------------------------------------------------------------------------
                      Level Of Service Computation Report
             Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #19 CENTURY BLVD. @ 405 N/B RAMP
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.590
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       45               Level Of Service:                  A
********************************************************************************
Street Name:        405 NORTH OFF RAMP                  CENTURY BLVD
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected         Permitted         Permitted         Permitted
Rights:           Include           Include           Include           Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  0  0  1    0  0  0  0  1    1  0  2  1  1    0  0  2  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     439    0   416     0    0    33    34 1572   628     0  909    17
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  439    0   416     0    0    33    34 1572   628     0  909    17
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   439    0   416     0    0    33    34 1572   628     0  909    17
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  439    0   416     0    0    33    34 1572   628     0  909    17 Project
(2009)-AM Peak                     Page 1-1
--------------------------------------------------------------------------------
                    Crossfield Taxiway Construction Project
--------------------------------------------------------------------------------
                                Scenario Report
Scenario:             Project (2009)-AM Peak

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

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Project (2009)-AM Peak                        Page 2-1
--------------------------------------------------------------------------------
                    Crossfield Taxiway Construction Project
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
              Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #1 IMPERIAL HWY @ PERSHING DR.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.629
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      156               Level Of Service:                 B
********************************************************************************
Street Name:    PERSHING DR./HYPERION DWY.              IMPERIAL HWY
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Protected        Protected
Rights:           Include          Include          Include           Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  1! 0  0    1  1  0  0  1    2  0  1  1  0    1  0  2  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       1    0     1   559    2    42   135  245     4     8  254   789
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    1    0     1   559    2    42   135  245     4     8  254   789
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     1    0     1   559    2    42   135  245     4     8  254   789
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    1    0     1   559    2    42   135  245     4     8  254   789
PCE Adj:     1.00 1.00  1.00  1.00 1.00  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  1.00
Final Vol.:     1    0     1   615    2    42   149  245     4     8  254   789
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.50 0.00  0.50  1.99 0.01  1.00  2.00 1.97  0.03  1.00 2.00  1.00
Final Sat.:   688    0   688  2741    9  1375  2750 2706    44  1375 2750  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.00  0.22 0.22  0.03  0.05 0.09  0.09  0.01 0.09  0.57
Crit Vol:                  2     0               74                        789
Crit Moves:             ****  ****             ****                      ****
********************************************************************************
```

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********************************************************************************
Intersection #2 IMPERIAL HWY @MAIN STREET
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.504
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       37               Level Of Service:                  A
********************************************************************************
Street Name:           MAIN STREET                     IMPERIAL HWY
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase        Permitted       Protected
Rights:           Ignore           Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  1  0  0  1    1  0  0  0  0    0  0  2  0  1    1  0  2  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: .
Base Vol:     213    0   470     2    0     0     0  685    93   256  875     4
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  213    0   470     2    0     0     0  685    93   256  875     4
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:   213    0     0     2    0     0     0  685    93   256  875     4
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  213    0     0     2    0     0     0  685    93   256  875     4
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  1.00 1.00  1.00
Final Vol.:   234    0     0     2    0     0     0  685    93   256  875     4
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 0.00  1.00  1.00 0.00  0.00  0.00 2.00  1.00  1.00 2.00  1.00
Final Sat.:  2850    0  1425  1425    0     0     0 2850  1425  1425 2850  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.08 0.00  0.00  0.00 0.00  0.00  0.00 0.24  0.07  0.18 0.31  0.00
Crit Vol:     117               2                  343         256
Crit Moves:  ****              ****               ****        ****
********************************************************************************
```

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********************************************************************************
Intersection #3 IMPERIAL HWY @ SEPULVEDA BL.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.597
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       57               Level Of Service:                  A
********************************************************************************
Street Name:          SEPULVEDA BL.                     IMPERIAL HWY
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    2  0  3  1  0    2  0  3  0  1    2  0  3  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: .
Base Vol:      74 1016   483   150 1357    20   128  216    96   154  153   185
Growth Adj:  1.00 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 1016   483   150 1357    20   128  216    96   154  153   185
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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 1016   483   150 1357    20   128  216    96   154  153   185
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   74 1016   483   150 1357    20   128  216    96   154  153   185
PCE Adj:     1.00 1.00  1.00  1.00 1.00  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.:    74 1016   483   165 1357    20   141  216    96   169  153   185
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  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 3.94  0.06  2.00 3.00  1.00  2.00 3.00  1.00
Final Sat.:  1375 4125  1375  2750 5420    80  2750 4125  1375  2750 4125  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.05 0.25  0.35  0.06 0.25  0.25  0.05 0.05  0.07  0.06 0.04  0.13
Crit Vol:                483    83               70                        185
Crit Moves:             ****  ****             ****                      ****
********************************************************************************
```

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********************************************************************************
Intersection #4 IMPERIAL HWY @ NASH ST.
********************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.469
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       35                Level Of Service:                  A
********************************************************************************
Street Name:  FWY 105 OFF RAMP/ NASH STREET             IMPERIAL HWY.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase        Permitted       Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  0  0  2    1  1  0  1  1    0  0  2  1  0    2  0  3  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       7    0    15   217  772   392     0  390    66   148  603     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:    7    0    15   217  772   392     0  390    66   148  603     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:     7    0    15   217  772   392     0  390    66   148  603     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    7    0    15   217  772   392     0  390    66   148  603     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.:     7    0    17   239  772   431     0  390    66   163  603     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 1.81  1.19  0.00 2.57  0.43  2.00 3.00  0.00
Final Sat.:  1425    0  2850  1425 2577  1698     0 3656   619  2850 4275     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.01  0.17 0.30  0.25  0.00 0.11  0.11  0.06 0.14  0.00
Crit Vol:                 8        427              152          81
Crit Moves:           ****       ****             ****         ****
********************************************************************************
```

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                    Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
*******************************************************************************
Intersection #5 IMPERIAL HWY. @ DOUGLAS ST.
*******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.228
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       24               Level Of Service:                  A
*******************************************************************************
Street Name:          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         Permitted
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:      39    9    56    12    3    12    20  324    59    75  721    47
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   39    9    56    12    3    12    20  324    59    75  721    47
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    39    9    56    12    3    12    20  324    59    75  721    47
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   39    9    56    12    3    12    20  324    59    75  721    47
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.10  1.10 1.00  1.10  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:    39    9    62    13    3    13    20  324    59    83  721    47
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.00  2.00  1.35 0.30  1.35  1.00 2.54  0.46  2.00 2.82  0.18
Final Sat.:  1425 1425  2850  1919  436  1919  1425 3616   659  2850 4013   262
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.01  0.02  0.01 0.01  0.01  0.01 0.09  0.09  0.03 0.18  0.18
Crit Vol:      39                 10           20                 256
Crit Moves:  ****                ****         ****               ****
*******************************************************************************
```

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********************************************************************************
Intersection #6 IMPERIAL HWY. @ AVIATION BL.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.667
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       69               Level Of Service:                  B
********************************************************************************
Street Name:           AVIATION BL.                    IMPERIAL HWY.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:            Ovl              Ovl              Include          Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  2  0  1    2  0  1  1  1    2  0  2  1  0    2  0  3  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: .
Base Vol:     159  408    92   133  224   107   103  194    61   223  663   657
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  159  408    92   133  224   107   103  194    61   223  663   657
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   159  408    92   133  224   107   103  194    61   223  663   657
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  159  408    92   133  224   107   103  194    61   223  663   657
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.00  1.10 1.00  1.10  1.10 1.00  1.00  1.10 1.00  1.00
Final Vol.:   175  408    92   146  224   118   113  194    61   245  663   657
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 2.00  1.00  2.00 1.97  1.03  2.00 2.28  0.72  2.00 3.00  1.00
Final Sat.:  2750 2750  1375  2750 2704  1421  2750 3138   987  2750 4125  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.06 0.15  0.07  0.05 0.08  0.08  0.04 0.06  0.06  0.09 0.16  0.48
Crit Vol:          204           0               57                         657
Crit Moves:       ****         ****            ****                       ****
********************************************************************************
```

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********************************************************************************
Intersection #7 IMPERIAL HWY. @  105 RAMP
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.608
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       58               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       Protected        Protected
Rights:            Ovl              Include           Ovl              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:     812    0   267     0    0     0     0  175   269    53  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:  812    0   267     0    0     0     0  175   269    53  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:   812    0   267     0    0     0     0  175   269    53  778     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  812    0   267     0    0     0     0  175   269    53  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:     1.10 1.00  1.10  1.00 1.00  1.00  1.00 1.00  1.10  1.10 1.00  1.00
Final Vol.:   893    0   294     0    0     0     0  175   296    58  778     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 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.:  2750    0  2750     0    0     0     0 2750  2750  2750 2750     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.32 0.00  0.11  0.00 0.00  0.00  0.00 0.06  0.11  0.02 0.28  0.00
Crit Vol:     447                     0           0                   389
Crit Moves:  ****                          ****                    ****
********************************************************************************
```

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********************************************************************************
Intersection #8 IMPERIAL HWY. @ La CIENEGA BLVD.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.302
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.                  IMPERIAL 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           Ovl              Ovl
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:      59  136    85    43  117   219   163  125   138    42  530   303
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   59  136    85    43  117   219   163  125   138    42  530   303
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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  136    85    43  117   219   163  125   138    42  530   303
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   59  136    85    43  117   219   163  125   138    42  530   303
PCE Adj:     1.00 1.00  1.00  1.00 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.:    65  136    94    47  117   241   179  125   152    46  530   333
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 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 1.78  1.22  2.00 1.00  2.00  2.00 3.00  2.00  2.00 3.00  2.00
Final Sat.:  2750 2444  1681  2750 1375  2750  2750 4125  2750  2750 4125  2750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.06  0.06  0.02 0.09  0.09  0.07 0.03  0.06  0.02 0.13  0.12
Crit Vol:      32                  117          90                  177
Crit Moves:  ****                ****         ****                ****
********************************************************************************
```

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********************************************************************************
Intersection #9 IMPERIAL HWY. @ 405 NORTH RAMP
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.253
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       25               Level Of Service:                  A
********************************************************************************
Street Name:          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:     242    0    42     0    0     0     0  182    48     0  620   301
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  242    0    42     0    0     0     0  182    48     0  620   301
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:   242    0    42     0    0     0     0  182     0     0  620     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  242    0    42     0    0     0     0  182     0     0  620     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.:   266    0    42     0    0     0     0  182     0     0  620     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:       1.73 0.00  0.27  0.00 0.00  0.00  0.00 3.00  1.00  0.00 3.00  1.00
Final Sat.:  2462    0   388     0    0     0     0 4275  1425     0 4275  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.11 0.00  0.11  0.00 0.00  0.00  0.00 0.04  0.00  0.00 0.15  0.00
Crit Vol:     154                    0           0                  207
Crit Moves:  ****                          ****                  ****
********************************************************************************
```

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********************************************************************************
Intersection #10 AVIATION BLVD. @ CENTURY BLVD.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.551
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       51               Level Of Service:                  A
********************************************************************************
Street Name:          AVIATION BLVD.                   CENTURY BLVD.
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  1  1  0    2  0  2  0  1    1  0  3  1  0    1  0  3  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: .
Base Vol:     436  437    34    50  247    97    74  724   208    62 1185    95
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  436  437    34    50  247    97    74  724   208    62 1185    95
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   436  437    34    50  247    97    74  724   208    62 1185    95
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  436  437    34    50  247    97    74  724   208    62 1185    95
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   480  437    34    55  247    97    74  724   208    62 1185    95
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 1.86  0.14  2.00 2.00  1.00  1.00 3.11  0.89  1.00 3.70  0.30
Final Sat.:  2750 2551   199  2750 2750  1375  1375 4273  1227  1375 5092   408
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.17 0.17  0.17  0.02 0.09  0.07  0.05 0.17  0.17  0.05 0.23  0.23
Crit Vol:     240                  124          74                  320
Crit Moves:  ****                 ****         ****                ****
********************************************************************************
```

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********************************************************************************
Intersection #11 AVIATION BLVD. @ 111TH
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.457
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       27               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:         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  1  1  0    1  0  1  1  0    1  0  0  1  0    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: .
Base Vol:      22 1018    54    57  547    41    26   13    21    26   26    66
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   22 1018    54    57  547    41    26   13    21    26   26    66
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    22 1018    54    57  547    41    26   13    21    26   26    66
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   22 1018    54    57  547    41    26   13    21    26   26    66
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:    22 1018    54    57  547    41    26   13    21    26   26    66
------------|---------------||---------------||---------------||---------------|
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 1.90  0.10  1.00 1.86  0.14  1.00 0.38  0.62  1.00 1.00  1.00
Final Sat.:  1500 2849   151  1500 2791   209  1500  574   926  1500 1500  1500
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.36  0.36  0.04 0.20  0.20  0.02 0.02  0.02  0.02 0.02  0.04
Crit Vol:          536          57               26                         66
Crit Moves:       ****         ****             ****                       ****
********************************************************************************
```

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********************************************************************************
Intersection #12 La CIENEGA BLVD. @ 405 S/B RAPM
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.537
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       40               Level Of Service:                  A
********************************************************************************
Street Name:         La CIENEGA BLVD.                   405 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  595    77   124  262     0     0    0     0   583    0    45
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  595    77   124  262     0     0    0     0   583    0    45
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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  595    77   124  262     0     0    0     0   583    0    45
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  595    77   124  262     0     0    0     0   583    0    45
PCE Adj:     1.00 1.00  1.00  1.00 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  595    85   124  262     0     0    0     0   641    0    45
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  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  1.87 0.00  0.13
Final Sat.:     0 2850  1425  1425 2850     0     0    0     0  2663    0   187
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.21  0.06  0.09 0.09  0.00  0.00 0.00  0.00  0.24 0.00  0.24
Crit Vol:          298         124                    0                    343
Crit Moves:       ****        ****                                        ****
********************************************************************************
```

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           Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #13 La CIENEGA BLVD. @ CENTURY BLVD
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.511
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       47               Level Of Service:                  A
********************************************************************************
Street Name:          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:     113  269   139    69  351   413    66  428   272   255  938   355
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  113  269   139    69  351   413    66  428   272   255  938   355
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   113  269   139    69  351   413    66  428   272   255  938   355
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  113  269   139    69  351   413    66  428   272   255  938   355
PCE Adj:     1.00 1.00  1.00  1.00 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.:   113  269   153    69  351   454    66  428   272   255  938   355
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  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:     0.08 0.10  0.06  0.05 0.13  0.17  0.05 0.10  0.20  0.19 0.23  0.26
Crit Vol:       0                 176                  272   255
Crit Moves:  ****                 ****                 ****  ****
********************************************************************************
```

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********************************************************************************
Intersection #14 La CIENEGA BLVD. @ 405 S/B RAMP
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.314
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.                   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  452    23   351  498     7     0    0     1     0    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  452    23   351  498     7     0    0     1     0    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  452    23   351  498     7     0    0     1     0    0    61
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  452    23   351  498     7     0    0     1     0    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  1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.10
Final Vol.:     0  452    23   386  498     7     0    0     1     0    0    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:       0.00 1.90  0.10  2.00 1.97  0.03  0.00 0.00  1.00  0.00 0.00  2.00
Final Sat.:     0 2617   133  2750 2712    38     0    0  1375     0    0  2750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.17  0.17  0.14 0.18  0.18  0.00 0.00  0.00  0.00 0.00  0.02
Crit Vol:          237         193                           1          0
Crit Moves:       ****        ****                        ****       ****
********************************************************************************
```

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********************************************************************************
Intersection #15 La CIENEGA BLVD. @ 104 TH STREET
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.324
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       28               Level Of Service:                  A
********************************************************************************
Street Name:         La CIENEGA BLVD.                  104 TH STREET
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit        Permitted        Permitted        Permitted
Rights:           Include          Include            Ovl            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:     158  433    14    18  426    42    21    1   145     3    1     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:  158  433    14    18  426    42    21    1   145     3    1     1
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   158  433    14    18  426    42    21    1   145     3    1     1
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  158  433    14    18  426    42    21    1   145     3    1     1
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   158  433    14    18  426    42    21    1   145     3    1     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:       1.00 1.94  0.06  1.00 2.73  0.27  1.00 1.00  1.00  0.60 0.20  0.20
Final Sat.:  1425 2761    89  1425 3891   384  1425 1425  1425   855  285   285
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.11 0.16  0.16  0.01 0.11  0.11  0.01 0.00  0.10  0.00 0.00  0.00
Crit Vol:     158                156                 145     3
Crit Moves:  ****                ****                ****  ****
********************************************************************************
```

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********************************************************************************
Intersection #16 La CIENEGA BLVD. @ LENNOX BLVD
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.301
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       27               Level Of Service:                  A
********************************************************************************
Street Name:         La CIENEGA BLVD.                    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  482    23    37  318     1     0    0     0    99    0   139
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  482    23    37  318     1     0    0     0    99    0   139
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  482    23    37  318     1     0    0     0    99    0   139
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  482    23    37  318     1     0    0     0    99    0   139
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     0  482    23    37  318     1     0    0     0   109    0   139
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  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  1.00 2.99  0.01  0.00 0.00  0.00  2.00 0.00  1.00
Final Sat.:     0 2720   130  1425 4262    13     0    0     0  2850    0  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.18  0.18  0.03 0.07  0.07  0.00 0.00  0.00  0.04 0.00  0.10
Crit Vol:          252           37                     0                     139
Crit Moves:       ****          ****                                         ****
********************************************************************************
```

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                  Crossfield Taxiway Construction Project
--------------------------------------------------------------------------------
                    Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #17 La CIENEGA BLVD. @ 111TH STREET
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.201
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       23               Level Of Service:                  A
********************************************************************************
Street Name:         La CIENEGA BLVD.                   / 111TH STREET
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted      Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  0  0    0  0  2  1  0    2  0  0  0  1    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: .
Base Vol:     120  396     0     0  304    95    61    0    31     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:  120  396     0     0  304    95    61    0    31     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:   120  396     0     0  304    95    61    0    31     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  120  396     0     0  304    95    61    0    31     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.:   120  396     0     0  304    95    67    0    31     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 2.29  0.71  2.00 0.00  1.00  0.00 0.00  0.00
Final Sat.:  1425 2850     0     0 3257  1018  2850    0  1425     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.08 0.14  0.00  0.00 0.09  0.09  0.02 0.00  0.02  0.00 0.00  0.00
Crit Vol:     120                133           34                     0
Crit Moves:  ****                ****         ****
********************************************************************************
```

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Project (2009)-AM Peak                      Page 19-1
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                  Crossfield Taxiway Construction Project
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #18 La CIENEGA BLVD. @ 405 S/B RAMP
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.247
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       25               Level Of Service:                  A
********************************************************************************
Street Name:         La CIENEGA BLVD.                    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       Protected       Split Phase      Split Phase
Rights:            Ovl             Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  0  1    1  0  2  1  0    0  0  1! 0  0    2  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: .
Base Vol:       0  476    79    50  297     4     1    1     4   106    0    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:    0  476    79    50  297     4     1    1     4   106    0    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:     0  476    79    50  297     4     1    1     4   106    0    37
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  476    79    50  297     4     1    1     4   106    0    37
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     0  476    79    50  297     4     1    1     4   117    0    37
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  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 2.96  0.04  0.17 0.17  0.66  2.00 0.00  1.00
Final Sat.:  1425 2850  1425  1425 4218    57   238  238   950  2850    0  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.17  0.06  0.04 0.07  0.07  0.00 0.00  0.00  0.04 0.00  0.03
Crit Vol:          238          50                    6          58
Crit Moves:       ****         ****                 ****        ****
********************************************************************************
```

```
Project (2009)-AM Peak                    Page 20-1
--------------------------------------------------------------------------------
                  Crossfield Taxiway Construction Project
--------------------------------------------------------------------------------
                    Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #19 CENTURY BLVD. @ 405 N/B RAMP
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.569
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       43               Level Of Service:                  A
********************************************************************************
Street Name:         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:        Protected         Permitted         Permitted         Permitted
Rights:           Include           Include           Include           Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  0  0  1    0  0  0  0  1    1  0  2  1  1    0  0  2  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: .
Base Vol:     737    0   108     0    0    24     7  357   256     0 1117     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:  737    0   108     0    0    24     7  357   256     0 1117     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:   737    0   108     0    0    24     7  357   256     0 1117     7
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  737    0   108     0    0    24     7  357   256     0 1117     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.:   811    0   108     0    0    24     7  357   282     0 1117     7
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 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 2.24  1.76  0.00 2.98  0.02
Final Sat.:  2850    0  1425     0    0  1425  1425 3187  2513     0 4248    27
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.28 0.00  0.08  0.00 0.00  0.02  0.00 0.11  0.11  0.00 0.26  0.26
Crit Vol:     405                       24     7                  375
Crit Moves:  ****                      ****  ****                ****
********************************************************************************
```

```
 Project (2009)-PM Peak                        Page 1-1
-------------------------------------------------------------------------------
                    Crossfield Taxiway Construction Project
-------------------------------------------------------------------------------
                                 Scenario Report
Scenario:             Project (2009)-PM Peak

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

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Project (2009)-PM Peak                        Page 2-1
------------------------------------------------------------------------------
                   Crossfield Taxiway Construction Project
------------------------------------------------------------------------------
                     Level Of Service Computation Report
              Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #1 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:       53               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        Protected
Rights:           Include          Include          Include           Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  1! 0  0    1  1  0  0  1    2  0  1  1  0    1  0  2  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       4    0     7   805   26   169   138  502     0     4  476   684
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    4    0     7   805   26   169   138  502     0     4  476   684
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     4    0     7   805   26   169   138  502     0     4  476   684
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    4    0     7   805   26   169   138  502     0     4  476   684
PCE Adj:     1.00 1.00  1.00  1.00 1.00  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  1.00
Final Vol.:     4    0     7   886   26   169   152  502     0     4  476   684
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.36 0.00  0.64  1.94 0.06  1.00  2.00 2.00  0.00  1.00 2.00  1.00
Final Sat.:   500    0   875  2672   78  1375  2750 2750     0  1375 2750  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.00  0.01  0.33 0.33  0.12  0.06 0.18  0.00  0.00 0.17  0.50
Crit Vol:                 11   456               76                  238
Crit Moves:              ****  ****             ****                ****
******************************************************************************
```

```
Project (2009)-PM Peak                        Page 3-1
--------------------------------------------------------------------------------
                  Crossfield Taxiway Construction Project
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #2 IMPERIAL HWY @MAIN STREET
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.824
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      106               Level Of Service:                 D
********************************************************************************
Street Name:           MAIN STREET                     IMPERIAL HWY
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase        Permitted       Protected
Rights:           Ignore           Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  1  0  0  1    1  0  0  0  0    0  0  2  0  1    1  0  2  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     225    0   387     2    0     0     0  997   296   550  912     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:  225    0   387     2    0     0     0  997   296   550  912     0
User Adj:    1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   225    0     0     2    0     0     0  997   296   550  912     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  225    0     0     2    0     0     0  997   296   550  912     0
PCE Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   248    0     0     2    0     0     0  997   296   550  912     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  1.00  1.00 0.00  0.00  0.00 2.00  1.00  1.00 2.00  1.00
Final Sat.:  2850    0  1425  1425    0     0     0 2850  1425  1425 2850  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.09 0.00  0.00  0.00 0.00  0.00  0.00 0.35  0.21  0.39 0.32  0.00
Crit Vol:     124               2                  499         550
Crit Moves:  ****              ****                ****        ****
********************************************************************************
```

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Project (2009)-PM Peak                        Page 4-1
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                    Crossfield Taxiway Construction Project
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                      Level Of Service Computation Report
              Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #3 IMPERIAL HWY @ SEPULVEDA BL.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        1.282
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180               Level Of Service:                 F
********************************************************************************
Street Name:          SEPULVEDA BL.                     IMPERIAL HWY
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    2  0  3  1  0    2  0  3  0  1    2  0  3  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     177 1870  1165   313 1855    39   166  328   180   235  322   334
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  177 1870  1165   313 1855    39   166  328   180   235  322   334
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   177 1870  1165   313 1855    39   166  328   180   235  322   334
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  177 1870  1165   313 1855    39   166  328   180   235  322   334
PCE Adj:     1.00 1.00  1.00  1.00 1.00  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.:   177 1870  1165   344 1855    39   183  328   180   259  322   334
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  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 3.92  0.08  2.00 3.00  1.00  2.00 3.00  1.00
Final Sat.:  1375 4125  1375  2750 5387   113  2750 4125  1375  2750 4125  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.13 0.45  0.85  0.13 0.34  0.34  0.07 0.08  0.13  0.09 0.08  0.24
Crit Vol:               1165   172               91                       334
Crit Moves:             ****  ****             ****                      ****
********************************************************************************
```

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Project (2009)-PM Peak                        Page 5-1
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                  Crossfield Taxiway Construction Project
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #4 IMPERIAL HWY @ NASH ST.
********************************************************************************
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:  FWY 105 OFF RAMP/ NASH STREET            IMPERIAL HWY.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase        Permitted       Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  0  0  2    1  1  0  1  1    0  0  2  1  0    2  0  3  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      73    0    95   175  193   195     0  814    55    61  900     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   73    0    95   175  193   195     0  814    55    61  900     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    73    0    95   175  193   195     0  814    55    61  900     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   73    0    95   175  193   195     0  814    55    61  900     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.10  1.10 1.00  1.10  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:    73    0   104   193  193   215     0  814    55    67  900     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  1.28 1.29  1.43  0.00 2.81  0.19  2.00 3.00  0.00
Final Sat.:  1425    0  2850  1825 1833  2042     0 4004   271  2850 4275     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.05 0.00  0.04  0.11 0.11  0.11  0.00 0.20  0.20  0.02 0.21  0.00
Crit Vol:      73              150                  290          34
Crit Moves:  ****            ****                 ****         ****
********************************************************************************
```

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                   Crossfield Taxiway Construction Project
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                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #5 IMPERIAL HWY. @ DOUGLAS ST.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.617
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       49               Level Of Service:                  B
******************************************************************************
Street Name:          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         Permitted
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:     171   17   432    86   14    43    39 1017    42    30  598    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:  171   17   432    86   14    43    39 1017    42    30  598    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:   171   17   432    86   14    43    39 1017    42    30  598    36
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  171   17   432    86   14    43    39 1017    42    30  598    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  1.10  1.10 1.00  1.10  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:   171   17   475    95   14    47    39 1017    42    33  598    36
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  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  1.82 0.18  1.00  1.00 2.88  0.12  2.00 2.83  0.17
Final Sat.:  1425 1425  2850  2594  256  1425  1425 4105   170  2850 4032   243
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.12 0.01  0.17  0.04 0.05  0.03  0.03 0.25  0.25  0.01 0.15  0.15
Crit Vol:                238         78               353              211
Crit Moves:             ****        ****             ****             ****
******************************************************************************
```

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                  Crossfield Taxiway Construction Project
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #6 IMPERIAL HWY. @ AVIATION BL.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.754
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       93               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:     169  467   326   436  558   108   253 1063   252   228  440   368
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  169  467   326   436  558   108   253 1063   252   228  440   368
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   169  467   326   436  558   108   253 1063   252   228  440   368
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  169  467   326   436  558   108   253 1063   252   228  440   368
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.00  1.10 1.00  1.10  1.10 1.00  1.00  1.10 1.00  1.00
Final Vol.:   186  467   326   480  558   119   278 1063   252   251  440   368
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 2.00  1.00  2.00 2.00  1.00  2.00 2.43  0.57  2.00 3.00  1.00
Final Sat.:  2750 2750  1375  2750 2750  1375  2750 3335   790  2750 4125  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.07 0.17  0.24  0.17 0.20  0.09  0.10 0.32  0.32  0.09 0.11  0.27
Crit Vol:          234          240                   438          125
Crit Moves:       ****         ****                  ****         ****
********************************************************************************
```

```
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                   Crossfield Taxiway Construction Project
------------------------------------------------------------------------------
                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #7 IMPERIAL HWY. @  105 RAMP
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.639
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       63               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       Protected        Protected
Rights:            Ovl              Include           Ovl              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:     453    0   527     0    0     0     0  975   806   298  640     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:  453    0   527     0    0     0     0  975   806   298  640     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:   453    0   527     0    0     0     0  975   806   298  640     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  453    0   527     0    0     0     0  975   806   298  640     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.:   498    0   580     0    0     0     0  975   887   328  640     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 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 2.09  1.91  2.00 2.00  0.00
Final Sat.:  2750    0  2750     0    0     0     0 2881  2619  2750 2750     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.18 0.00  0.21  0.00 0.00  0.00  0.00 0.34  0.34  0.12 0.23  0.00
Crit Vol:     249                     0              465          164
Crit Moves:  ****                                  ****         ****
******************************************************************************
```

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                  Crossfield Taxiway Construction Project
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                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #8 IMPERIAL HWY. @ La CIENEGA BLVD.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.669
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       69               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           Ovl              Ovl
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:      77  207   613   389  479   453   204 1028   238    47  408   197
Growth Adj:  1.00 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  207   613   389  479   453   204 1028   238    47  408   197
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    77  207   613   389  479   453   204 1028   238    47  408   197
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   77  207   613   389  479   453   204 1028   238    47  408   197
PCE Adj:     1.00 1.00  1.00  1.00 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.:    85  207   674   428  479   498   224 1028   262    52  408   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:       2.00 1.00  2.00  2.00 1.47  1.53  2.00 3.00  2.00  2.00 3.00  2.00
Final Sat.:  2750 1375  2750  2750 2022  2103  2750 4125  2750  2750 4125  2750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.15  0.25  0.16 0.24  0.24  0.08 0.25  0.10  0.02 0.10  0.08
Crit Vol:                337   214                  343          26
Crit Moves:              ****  ****                 ****         ****
********************************************************************************
```

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--------------------------------------------------------------------------------
                    Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #9 IMPERIAL HWY. @ 405 NORTH 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:       43               Level Of Service:                  A
********************************************************************************
Street Name:          405 NORTH RAMP                    IMPERIAL HWY
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase        Permitted        Permitted
Rights:           Include          Include          Ignore           Ignore
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1! 0  0    0  0  0  0  0    0  0  2  1  1    0  0  2  1  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     226    0   223     0    0     0     0 1715   274     0  420   188
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  226    0   223     0    0     0     0 1715   274     0  420   188
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:   226    0   223     0    0     0     0 1715     0     0  420     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  226    0   223     0    0     0     0 1715     0     0  420     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.:   249    0   223     0    0     0     0 1715     0     0  420     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.05 0.01  0.94  0.00 0.00  0.00  0.00 3.00  1.00  0.00 3.00  1.00
Final Sat.:  1502    0  1348     0    0     0     0 4275  1425     0 4275  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.17 0.00  0.17  0.00 0.00  0.00  0.00 0.40  0.00  0.00 0.10  0.00
Crit Vol:                236          0              572           0
Crit Moves:             ****                        ****        ****
********************************************************************************
```

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            Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #10 AVIATION BLVD. @ CENTURY BLVD.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.848
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      150               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  669    93   125  533   113   137 1763   424    96 1258   114
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  467  669    93   125  533   113   137 1763   424    96 1258   114
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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  669    93   125  533   113   137 1763   424    96 1258   114
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  467  669    93   125  533   113   137 1763   424    96 1258   114
PCE Adj:     1.00 1.00  1.00  1.00 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  669    93   138  533   113   137 1763   424    96 1258   114
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 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 1.76  0.24  2.00 2.00  1.00  1.00 3.22  0.78  1.00 3.67  0.33
Final Sat.:  2750 2414   336  2750 2750  1375  1375 4434  1066  1375 5043   457
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.19 0.28  0.28  0.05 0.19  0.08  0.10 0.40  0.40  0.07 0.25  0.25
Crit Vol:     257                 267              547          96
Crit Moves:  ****                ****             ****         ****
********************************************************************************
```

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            Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #11 AVIATION BLVD. @ 111TH
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.556
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       32               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:         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  1  1  0    1  0  1  1  0    1  0  0  1  0    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      19  946    98    88 1117    83    77   80    30    54   54   138
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   19  946    98    88 1117    83    77   80    30    54   54   138
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    19  946    98    88 1117    83    77   80    30    54   54   138
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   19  946    98    88 1117    83    77   80    30    54   54   138
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:    19  946    98    88 1117    83    77   80    30    54   54   138
------------|---------------||---------------||---------------||---------------|
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 1.81  0.19  1.00 1.86  0.14  1.00 0.73  0.27  1.00 1.00  1.00
Final Sat.:  1500 2718   282  1500 2793   208  1500 1091   409  1500 1500  1500
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.35  0.35  0.06 0.40  0.40  0.05 0.07  0.07  0.04 0.04  0.09
Crit Vol:      19                600           77                        138
Crit Moves:  ****                ****         ****                      ****
********************************************************************************
```

```
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             Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #12 La CIENEGA BLVD. @ 405 S/B RAPM
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.647
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       53               Level Of Service:                  B
********************************************************************************
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  607    73   163  709     0     0    0     0   672    0   171
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  607    73   163  709     0     0    0     0   672    0   171
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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  607    73   163  709     0     0    0     0   672    0   171
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  607    73   163  709     0     0    0     0   672    0   171
PCE Adj:     1.00 1.00  1.00  1.00 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  607    80   163  709     0     0    0     0   739    0   171
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  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  1.62 0.00  0.38
Final Sat.:     0 2850  1425  1425 2850     0     0    0     0  2315    0   535
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.21  0.06  0.11 0.25  0.00  0.00 0.00  0.00  0.32 0.00  0.32
Crit Vol:          304          163                      0                    455
Crit Moves:       ****         ****                                          ****
********************************************************************************
```

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           Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #13 La CIENEGA BLVD. @ CENTURY BLVD
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        1.001
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:     154  308   621   377  607   451   167 1238   812   126  766   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:  154  308   621   377  607   451   167 1238   812   126  766   236
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   154  308   621   377  607   451   167 1238   812   126  766   236
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  154  308   621   377  607   451   167 1238   812   126  766   236
PCE Adj:     1.00 1.00  1.00  1.00 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.:   154  308   683   377  607   496   167 1238   812   126  766   236
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  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 3.06  0.94
Final Sat.:  1375 2750  2750  1375 2750  2750  1375 4125  1375  1375 4205  1295
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.11 0.11  0.25  0.27 0.22  0.18  0.12 0.30  0.59  0.09 0.18  0.18
Crit Vol:                342   377                       812     0
Crit Moves:             ****  ****                     ****  ****
********************************************************************************
```

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             Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #14 La CIENEGA BLVD. @ 405 S/B RAMP
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.504
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       46               Level Of Service:                  A
********************************************************************************
Street Name:         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  1! 0  0    0  0  0  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  629    35   656  905     5     0    0     0     0    0   477
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  629    35   656  905     5     0    0     0     0    0   477
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  629    35   656  905     5     0    0     0     0    0   477
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  629    35   656  905     5     0    0     0     0    0   477
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 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  629    35   722  905     5     0    0     0     0    0   525
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  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 1.00  0.00  0.00 0.00  2.00
Final Sat.:     0 2605   145  2750 2735    15     0 1375     0     0    0  2750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.24  0.24  0.26 0.33  0.33  0.00 0.00  0.00  0.00 0.00  0.19
Crit Vol:          332         361                     0                0
Crit Moves:       ****        ****                                  ****
********************************************************************************
```

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                  Crossfield Taxiway Construction Project
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                    Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #15 La CIENEGA BLVD. @ 104 TH STREET
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.473
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            Ovl            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:     103  539    21    21  833    20   113    3   286     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:  103  539    21    21  833    20   113    3   286     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:   103  539    21    21  833    20   113    3   286     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  103  539    21    21  833    20   113    3   286     0    0     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   103  539    21    21  833    20   113    3   286     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 1.92  0.08  1.00 2.93  0.07  1.00 1.00  1.00  0.00 1.00  0.00
Final Sat.:  1425 2743   107  1425 4175   100  1425 1425  1425     0 1425     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.07 0.20  0.20  0.01 0.20  0.20  0.08 0.00  0.20  0.00 0.00  0.00
Crit Vol:     103                284                286     0
Crit Moves:  ****               ****               ****
********************************************************************************
```

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                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #16 La CIENEGA BLVD. @ LENNOX BLVD
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.487
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       36               Level Of Service:                  A
********************************************************************************
Street Name:          La CIENEGA BLVD.                    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  606   195   222 1077     1     0    0     0    84    0    71
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  606   195   222 1077     1     0    0     0    84    0    71
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  606   195   222 1077     1     0    0     0    84    0    71
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  606   195   222 1077     1     0    0     0    84    0    71
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     0  606   195   222 1077     1     0    0     0    92    0    71
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 1.51  0.49  1.00 2.99  0.01  0.00 0.00  0.00  2.00 0.00  1.00
Final Sat.:     0 2156   694  1425 4271     4     0    0     0  2850    0  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.28  0.28  0.16 0.25  0.25  0.00 0.00  0.00  0.03 0.00  0.05
Crit Vol:          400         222                     0                     71
Crit Moves:       ****        ****                                          ****
********************************************************************************
```

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                    Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #17 La CIENEGA BLVD. @ 111TH STREET
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.491
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       37               Level Of Service:                  A
********************************************************************************
Street Name:         La CIENEGA BLVD.                  / 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:     105  581     0     0 1067   143   179    0   192     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  105  581     0     0 1067   143   179    0   192     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   105  581     0     0 1067   143   179    0   192     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  105  581     0     0 1067   143   179    0   192     0    0     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00
Final Vol.:   105  581     0     0 1067   143   197    0   192     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.00  0.00  0.00 2.65  0.35  2.00 0.00  1.00  0.00 0.00  0.00
Final Sat.:  1425 2850     0     0 3770   505  2850    0  1425     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.07 0.20  0.00  0.00 0.28  0.28  0.07 0.00  0.13  0.00 0.00  0.00
Crit Vol:     105                  403                   192          0
Crit Moves:  ****                 ****                  ****
********************************************************************************
```

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            Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #18 La CIENEGA BLVD. @ 405 S/B RAMP
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.385
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       Protected       Split Phase      Split Phase
Rights:            Ovl             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:       0  557    70   151 1077     4     0    0    29   163    0   100
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  557    70   151 1077     4     0    0    29   163    0   100
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  557    70   151 1077     4     0    0    29   163    0   100
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  557    70   151 1077     4     0    0    29   163    0   100
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     0  557    70   151 1077     4     0    0    29   179    0   100
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.00  1.00  1.00 2.99  0.01  0.00 0.00  1.00  2.00 0.00  1.00
Final Sat.:  1425 2850  1425  1425 4259    16     0    0  1425  2850    0  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.20  0.05  0.11 0.25  0.25  0.00 0.00  0.02  0.06 0.00  0.07
Crit Vol:          279         151                          29    90
Crit Moves:       ****        ****                        ****  ****
******************************************************************************
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           Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #19 CENTURY BLVD. @ 405 N/B RAMP
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.594
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       46               Level Of Service:                 A
********************************************************************************
Street Name:         405 NORTH OFF RAMP                  CENTURY BLVD
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected         Permitted         Permitted         Permitted
Rights:           Include           Include           Include           Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  0  0  1    0  0  0  0  1    1  0  2  1  1    0  0  2  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     448    0   416     0    0    33    34 1577   628     0  910    17
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  448    0   416     0    0    33    34 1577   628     0  910    17
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   448    0   416     0    0    33    34 1577   628     0  910    17
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  448    0   416     0    0    33    34 1577   628     0  910    17
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.10  1.00 1.00  1.00
Final Vol.:   493    0   416     0    0    33    34 1577   691     0  910    17
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 0.00  1.00  0.00 0.00  1.00  1.00 2.78  1.22  0.00 2.94  0.06
Final Sat.:  2850    0  1425     0    0  1425  1425 3964  1736     0 4197    78
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.17 0.00  0.29  0.00 0.00  0.02  0.02 0.40  0.40  0.00 0.22  0.22
Crit Vol:     246                       33        567           0
Crit Moves:  ****                      ****       ****        ****
********************************************************************************
```

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                    Crossfield Taxiway Construction Project
-------------------------------------------------------------------------------
                                Scenario Report
Scenario:             2010-AM Peak

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

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                  Crossfield Taxiway Construction Project
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                    Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #1 IMPERIAL HWY @ PERSHING DR.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.622
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      142               Level Of Service:                 B
******************************************************************************
Street Name:    PERSHING DR./HYPERION DWY.              IMPERIAL HWY
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Protected        Protected
Rights:           Include          Include          Include           Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  1! 0  0    1  1  0  0  1    2  0  1  1  0    1  0  2  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       1    0     1   543    2    43   138  250     4     8  259   777
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    1    0     1   543    2    43   138  250     4     8  259   777
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     1    0     1   543    2    43   138  250     4     8  259   777
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    1    0     1   543    2    43   138  250     4     8  259   777
PCE Adj:     1.00 1.00  1.00  1.00 1.00  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  1.00
Final Vol.:     1    0     1   597    2    43   152  250     4     8  259   777
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.50 0.00  0.50  1.99 0.01  1.00  2.00 1.97  0.03  1.00 2.00  1.00
Final Sat.:   688    0   688  2741    9  1375  2750 2707    43  1375 2750  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.00  0.22 0.22  0.03  0.06 0.09  0.09  0.01 0.09  0.57
Crit Vol:                  2     0               76                        777
Crit Moves:             ****  ****             ****                      ****
******************************************************************************
```

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                  Crossfield Taxiway Construction Project
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #2 IMPERIAL HWY @MAIN STREET
******************************************************************************
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:           MAIN STREET                     IMPERIAL HWY
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase        Permitted       Protected
Rights:           Ignore           Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  1  0  0  1    1  0  0  0  0    0  0  2  0  1    1  0  2  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     217    0   479     2    0     0     0  672    95   261  852     4
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  217    0   479     2    0     0     0  672    95   261  852     4
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:   217    0     0     2    0     0     0  672    95   261  852     4
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  217    0     0     2    0     0     0  672    95   261  852     4
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  1.00 1.00  1.00
Final Vol.:   239    0     0     2    0     0     0  672    95   261  852     4
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 0.00  1.00  1.00 0.00  0.00  0.00 2.00  1.00  1.00 2.00  1.00
Final Sat.:  2850    0  1425  1425    0     0     0 2850  1425  1425 2850  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.08 0.00  0.00  0.00 0.00  0.00  0.00 0.24  0.07  0.18 0.30  0.00
Crit Vol:     119               2                  336         261
Crit Moves:  ****              ****                ****        ****
******************************************************************************
```

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                  Crossfield Taxiway Construction Project
--------------------------------------------------------------------------------
                    Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #3 IMPERIAL HWY @ SEPULVEDA BL.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.605
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       58               Level Of Service:                 B
********************************************************************************
Street Name:          SEPULVEDA BL.                    IMPERIAL HWY
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    2  0  3  1  0    2  0  3  0  1    2  0  3  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      76 1037   487   153 1384    21   130  208    98   157  144   189
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   76 1037   487   153 1384    21   130  208    98   157  144   189
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    76 1037   487   153 1384    21   130  208    98   157  144   189
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   76 1037   487   153 1384    21   130  208    98   157  144   189
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.10 1.00  1.00  1.10 1.00  1.00  1.10 1.00  1.00
Final Vol.:    76 1037   487   168 1384    21   143  208    98   173  144   189
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  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 3.94  0.06  2.00 3.00  1.00  2.00 3.00  1.00
Final Sat.:  1375 4125  1375  2750 5418    82  2750 4125  1375  2750 4125  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.06 0.25  0.35  0.06 0.26  0.26  0.05 0.05  0.07  0.06 0.03  0.14
Crit Vol:                487    84               72                        189
Crit Moves:             ****  ****             ****                      ****
********************************************************************************
```

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                    Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #4 IMPERIAL HWY @ NASH ST.
******************************************************************************
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:  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:       7    0    16   222  787   400     0  380    67   151  603     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:    7    0    16   222  787   400     0  380    67   151  603     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:     7    0    16   222  787   400     0  380    67   151  603     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    7    0    16   222  787   400     0  380    67   151  603     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.:     7    0    18   244  787   440     0  380    67   166  603     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 1.81  1.19  0.00 2.55  0.45  2.00 3.00  0.00
Final Sat.:  1425    0  2850  1425 2578  1697     0 3634   641  2850 4275     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.01  0.17 0.31  0.26  0.00 0.10  0.10  0.06 0.14  0.00
Crit Vol:                 9        435              149          83
Crit Moves:           ****       ****             ****         ****
******************************************************************************
```

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                  Crossfield Taxiway Construction Project
-------------------------------------------------------------------------------
                    Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
*******************************************************************************
Intersection #5 IMPERIAL HWY. @ DOUGLAS ST.
*******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.229
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       24               Level Of Service:                  A
*******************************************************************************
Street Name:          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         Permitted
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:      39    9    56    13    3    12    20  313    60    77  723    48
Growth Adj:  1.00 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    9    56    13    3    12    20  313    60    77  723    48
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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    9    56    13    3    12    20  313    60    77  723    48
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   39    9    56    13    3    12    20  313    60    77  723    48
PCE Adj:     1.00 1.00  1.00  1.00 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.:    39    9    62    14    3    13    20  313    60    85  723    48
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  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  1.41 0.29  1.30  1.00 2.52  0.48  2.00 2.81  0.19
Final Sat.:  1425 1425  2850  2004  420  1850  1425 3587   688  2850 4009   266
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.01  0.02  0.01 0.01  0.01  0.01 0.09  0.09  0.03 0.18  0.18
Crit Vol:      39                 10           20                 257
Crit Moves:  ****                ****         ****               ****
*******************************************************************************
```

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                  Crossfield Taxiway Construction Project
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                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #6 IMPERIAL HWY. @ AVIATION BL.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.643
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       64               Level Of Service:                  B
******************************************************************************
Street Name:           AVIATION BL.                    IMPERIAL HWY.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:            Ovl              Ovl              Include          Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  2  0  1    2  0  1  1  1    2  0  2  1  0    2  0  3  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     162  413    94   135  228   109    86  198    62   228  664   631
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  162  413    94   135  228   109    86  198    62   228  664   631
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   162  413    94   135  228   109    86  198    62   228  664   631
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  162  413    94   135  228   109    86  198    62   228  664   631
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.00  1.10 1.00  1.10  1.10 1.00  1.00  1.10 1.00  1.00
Final Vol.:   178  413    94   149  228   120    95  198    62   251  664   631
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 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 1.97  1.03  2.00 2.28  0.72  2.00 3.00  1.00
Final Sat.:  2750 2750  1375  2750 2703  1422  2750 3141   984  2750 4125  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.06 0.15  0.07  0.05 0.08  0.08  0.03 0.06  0.06  0.09 0.16  0.46
Crit Vol:          207           0               47                          631
Crit Moves:       ****         ****             ****                        ****
******************************************************************************

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                    Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #7 IMPERIAL HWY. @  105 RAMP
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.600
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       57               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       Protected        Protected
Rights:            Ovl              Include           Ovl              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:     795    0   272     0    0     0     0  179   275    54  776     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:  795    0   272     0    0     0     0  179   275    54  776     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:   795    0   272     0    0     0     0  179   275    54  776     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  795    0   272     0    0     0     0  179   275    54  776     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.:   874    0   299     0    0     0     0  179   303    59  776     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 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.:  2750    0  2750     0    0     0     0 2750  2750  2750 2750     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.32 0.00  0.11  0.00 0.00  0.00  0.00 0.07  0.11  0.02 0.28  0.00
Crit Vol:     437                     0           0                   388
Crit Moves:  ****                           ****                    ****
******************************************************************************
```

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                  Crossfield Taxiway Construction Project
------------------------------------------------------------------------------
                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #8 IMPERIAL HWY. @ La CIENEGA BLVD.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.305
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.                  IMPERIAL 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           Ovl              Ovl
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:      60  138    86    44  119   211   166  127   141    43  536   309
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   60  138    86    44  119   211   166  127   141    43  536   309
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    60  138    86    44  119   211   166  127   141    43  536   309
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   60  138    86    44  119   211   166  127   141    43  536   309
PCE Adj:     1.00 1.00  1.00  1.00 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.:    66  138    95    48  119   232   183  127   155    47  536   340
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 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 1.78  1.22  2.00 1.02  1.98  2.00 3.00  2.00  2.00 3.00  2.00
Final Sat.:  2750 2447  1678  2750 1398  2727  2750 4125  2750  2750 4125  2750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.06  0.06  0.02 0.09  0.09  0.07 0.03  0.06  0.02 0.13  0.12
Crit Vol:      33                  117          91                  179
Crit Moves:  ****                ****         ****                ****
******************************************************************************
```

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                    Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #9 IMPERIAL HWY. @ 405 NORTH RAMP
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.257
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       25               Level Of Service:                  A
******************************************************************************
Street Name:          405 NORTH RAMP                    IMPERIAL HWY
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase        Permitted        Permitted
Rights:           Include          Include          Ignore           Ignore
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1! 0  0    0  0  0  0  0    0  0  2  1  1    0  0  2  1  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     247    0    43     0    0     0     0  186    49     0  628   307
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  247    0    43     0    0     0     0  186    49     0  628   307
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:   247    0    43     0    0     0     0  186     0     0  628     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  247    0    43     0    0     0     0  186     0     0  628     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.:   272    0    43     0    0     0     0  186     0     0  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:       1.73 0.00  0.27  0.00 0.00  0.00  0.00 3.00  1.00  0.00 3.00  1.00
Final Sat.:  2461    0   389     0    0     0     0 4275  1425     0 4275  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.11 0.00  0.11  0.00 0.00  0.00  0.00 0.04  0.00  0.00 0.15  0.00
Crit Vol:                157          0           0                   209
Crit Moves:             ****                 ****                  ****
******************************************************************************
```

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                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #10 AVIATION BLVD. @ CENTURY BLVD.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.561
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       52               Level Of Service:                  A
******************************************************************************
Street Name:          AVIATION BLVD.                   CENTURY BLVD.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  1  1  0    2  0  2  0  1    1  0  3  1  0    1  0  3  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     444  446    35    50  252    99    75  732   212    63 1209    97
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  444  446    35    50  252    99    75  732   212    63 1209    97
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   444  446    35    50  252    99    75  732   212    63 1209    97
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  444  446    35    50  252    99    75  732   212    63 1209    97
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   488  446    35    55  252    99    75  732   212    63 1209    97
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 1.85  0.15  2.00 2.00  1.00  1.00 3.10  0.90  1.00 3.70  0.30
Final Sat.:  2750 2550   200  2750 2750  1375  1375 4265  1235  1375 5092   408
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.18 0.17  0.17  0.02 0.09  0.07  0.05 0.17  0.17  0.05 0.24  0.24
Crit Vol:     244                  126          75                  326
Crit Moves:  ****                 ****         ****                ****
******************************************************************************
```

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                   Crossfield Taxiway Construction Project
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                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
*******************************************************************************
Intersection #11 AVIATION BLVD. @ 111TH
*******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.446
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       26               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:         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  1  1  0    1  0  1  1  0    1  0  0  1  0    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      22  978    55    58  557    42    27   13    22    26   26    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:   22  978    55    58  557    42    27   13    22    26   26    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:    22  978    55    58  557    42    27   13    22    26   26    67
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   22  978    55    58  557    42    27   13    22    26   26    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.:    22  978    55    58  557    42    27   13    22    26   26    67
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.89  0.11  1.00 1.86  0.14  1.00 0.37  0.63  1.00 1.00  1.00
Final Sat.:  1500 2840   160  1500 2790   210  1500  557   943  1500 1500  1500
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.34  0.34  0.04 0.20  0.20  0.02 0.02  0.02  0.02 0.02  0.04
Crit Vol:          516          58               27                         67
Crit Moves:       ****         ****             ****                       ****
*******************************************************************************
```

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                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #12 La CIENEGA BLVD. @ 405 S/B RAPM
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.539
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       40               Level Of Service:                  A
******************************************************************************
Street Name:         La CIENEGA BLVD.                   405 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  607    78   127  266     0     0    0     0   572    0    46
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  607    78   127  266     0     0    0     0   572    0    46
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  607    78   127  266     0     0    0     0   572    0    46
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  607    78   127  266     0     0    0     0   572    0    46
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.10  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     0  607    86   127  266     0     0    0     0   629    0    46
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 2.00  1.00  1.00 2.00  0.00  0.00 0.00  0.00  1.86 0.00  0.14
Final Sat.:     0 2850  1425  1425 2850     0     0    0     0  2656    0   194
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.21  0.06  0.09 0.09  0.00  0.00 0.00  0.00  0.24 0.00  0.24
Crit Vol:          304          127                      0                   338
Crit Moves:       ****         ****                                          ****
******************************************************************************
```

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                    Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #13 La CIENEGA BLVD. @ CENTURY BLVD
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.480
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.                  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:     115  274   141    70  335   421    68  436   271   232  957   362
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  115  274   141    70  335   421    68  436   271   232  957   362
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   115  274   141    70  335   421    68  436   271   232  957   362
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  115  274   141    70  335   421    68  436   271   232  957   362
PCE Adj:     1.00 1.00  1.00  1.00 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.:   115  274   155    70  335   463    68  436   271   232  957   362
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  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:     0.08 0.10  0.06  0.05 0.12  0.17  0.05 0.11  0.20  0.17 0.23  0.26
Crit Vol:     115                168              145              232
Crit Moves:  ****               ****             ****             ****
******************************************************************************
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            Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #14 La CIENEGA BLVD. @ 405 S/B RAMP
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.320
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       34               Level Of Service:                  A
******************************************************************************
Street Name:         La CIENEGA BLVD.                   405 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  461    23   358  450     7     0    0     1     0    0    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:    0  461    23   358  450     7     0    0     1     0    0    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:     0  461    23   358  450     7     0    0     1     0    0    63
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  461    23   358  450     7     0    0     1     0    0    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  1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.10
Final Vol.:     0  461    23   394  450     7     0    0     1     0    0    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:       0.00 1.90  0.10  2.00 1.97  0.03  0.00 0.00  1.00  0.00 0.00  2.00
Final Sat.:     0 2619   131  2750 2708    42     0    0  1375     0    0  2750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.18  0.18  0.14 0.17  0.17  0.00 0.00  0.00  0.00 0.00  0.03
Crit Vol:          242          197                            1           0
Crit Moves:       ****         ****                         ****        ****
******************************************************************************
```

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------------------------------------------------------------------------------
                   Crossfield Taxiway Construction Project
------------------------------------------------------------------------------
                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #15 La CIENEGA BLVD. @ 104 TH STREET
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.274
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       26               Level Of Service:                  A
******************************************************************************
Street Name:         La CIENEGA BLVD.                  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            Ovl            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:     161  441    14    18  377    42    22    1    87     3    1     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:  161  441    14    18  377    42    22    1    87     3    1     1
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   161  441    14    18  377    42    22    1    87     3    1     1
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  161  441    14    18  377    42    22    1    87     3    1     1
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   161  441    14    18  377    42    22    1    87     3    1     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:       1.00 1.94  0.06  1.00 2.70  0.30  1.00 1.00  1.00  0.60 0.20  0.20
Final Sat.:  1425 2762    88  1425 3846   429  1425 1425  1425   855  285   285
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.11 0.16  0.16  0.01 0.10  0.10  0.02 0.00  0.06  0.00 0.00  0.00
Crit Vol:     161                 140                    87     3
Crit Moves:  ****                ****                  ****  ****
******************************************************************************
```

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                  Crossfield Taxiway Construction Project
------------------------------------------------------------------------------
                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #16 La CIENEGA BLVD. @ LENNOX BLVD
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.306
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       27               Level Of Service:                  A
******************************************************************************
Street Name:         La CIENEGA BLVD.                   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  491    23    38  312     1     0    0     0   101    0   141
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  491    23    38  312     1     0    0     0   101    0   141
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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  491    23    38  312     1     0    0     0   101    0   141
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  491    23    38  312     1     0    0     0   101    0   141
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  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  491    23    38  312     1     0    0     0   111    0   141
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  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  1.00 2.99  0.01  0.00 0.00  0.00  2.00 0.00  1.00
Final Sat.:     0 2722   128  1425 4261    14     0    0     0  2850    0  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.18  0.18  0.03 0.07  0.07  0.00 0.00  0.00  0.04 0.00  0.10
Crit Vol:          257           38                     0                    141
Crit Moves:       ****          ****                                        ****
******************************************************************************
```

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                  Crossfield Taxiway Construction Project
------------------------------------------------------------------------------
                    Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #17 La CIENEGA BLVD. @ 111TH STREET
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.203
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       23               Level Of Service:                  A
******************************************************************************
Street Name:         La CIENEGA BLVD.                  / 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:     123  404     0     0  298    97    62    0    31     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:  123  404     0     0  298    97    62    0    31     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:   123  404     0     0  298    97    62    0    31     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  123  404     0     0  298    97    62    0    31     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.:   123  404     0     0  298    97    68    0    31     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 2.26  0.74  2.00 0.00  1.00  0.00 0.00  0.00
Final Sat.:  1425 2850     0     0 3225  1050  2850    0  1425     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.09 0.14  0.00  0.00 0.09  0.09  0.02 0.00  0.02  0.00 0.00  0.00
Crit Vol:     123                  132           34                     0
Crit Moves:  ****                 ****         ****
******************************************************************************
```

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                     Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #18 La CIENEGA BLVD. @ 405 S/B RAMP
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.252
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       25               Level Of Service:                  A
******************************************************************************
Street Name:         La CIENEGA BLVD.                   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       Protected       Split Phase      Split Phase
Rights:            Ovl             Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  0  1    1  0  2  1  0    0  0  1! 0  0    2  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  486    80    51  290     4     1    1     4   108    0    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:    0  486    80    51  290     4     1    1     4   108    0    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:     0  486    80    51  290     4     1    1     4   108    0    38
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  486    80    51  290     4     1    1     4   108    0    38
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     0  486    80    51  290     4     1    1     4   119    0    38
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  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 2.96  0.04  0.17 0.17  0.66  2.00 0.00  1.00
Final Sat.:  1425 2850  1425  1425 4217    58   238  238   950  2850    0  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.17  0.06  0.04 0.07  0.07  0.00 0.00  0.00  0.04 0.00  0.03
Crit Vol:          243           51                     6           59
Crit Moves:       ****         ****                  ****         ****
******************************************************************************
```

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                  Crossfield Taxiway Construction Project
------------------------------------------------------------------------------
                    Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #19 CENTURY BLVD. @ 405 N/B RAMP
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.570
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       43               Level Of Service:                  A
******************************************************************************
Street Name:         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:        Protected         Permitted         Permitted         Permitted
Rights:           Include           Include           Include           Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  0  0  1    0  0  0  0  1    1  0  2  1  1    0  0  2  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     727    0   110     0    0    25     7  364   261     0 1136     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:  727    0   110     0    0    25     7  364   261     0 1136     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:   727    0   110     0    0    25     7  364   261     0 1136     7
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  727    0   110     0    0    25     7  364   261     0 1136     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.:   800    0   110     0    0    25     7  364   287     0 1136     7
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 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 2.24  1.76  0.00 2.98  0.02
Final Sat.:  2850    0  1425     0    0  1425  1425 3187  2513     0 4249    26
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.28 0.00  0.08  0.00 0.00  0.02  0.00 0.11  0.11  0.00 0.27  0.27
Crit Vol:     400                      25     7                  381
Crit Moves:  ****                     ****  ****                ****
******************************************************************************
```

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                    Crossfield Taxiway Construction Project
-------------------------------------------------------------------------------
                                Scenario Report
Scenario:             2010-PM Peak

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

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                  Crossfield Taxiway Construction Project
------------------------------------------------------------------------------
                    Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #1 IMPERIAL HWY @ PERSHING DR.
******************************************************************************
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:    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        Protected
Rights:           Include          Include          Include           Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  1! 0  0    1  1  0  0  1    2  0  1  1  0    1  0  2  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       4    0     7   793   26   173   140  512     0     4  486   670
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    4    0     7   793   26   173   140  512     0     4  486   670
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     4    0     7   793   26   173   140  512     0     4  486   670
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    4    0     7   793   26   173   140  512     0     4  486   670
PCE Adj:     1.00 1.00  1.00  1.00 1.00  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  1.00
Final Vol.:     4    0     7   872   26   173   154  512     0     4  486   670
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.36 0.00  0.64  1.94 0.06  1.00  2.00 2.00  0.00  1.00 2.00  1.00
Final Sat.:   500    0   875  2670   80  1375  2750 2750     0  1375 2750  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.00  0.01  0.33 0.33  0.13  0.06 0.19  0.00  0.00 0.18  0.49
Crit Vol:                 11   449               77                  243
Crit Moves:              ****  ****             ****                ****
******************************************************************************
```

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                  Crossfield Taxiway Construction Project
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #2 IMPERIAL HWY @MAIN STREET
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.831
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      110               Level Of Service:                 D
******************************************************************************
Street Name:           MAIN STREET                     IMPERIAL HWY
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase        Permitted       Protected
Rights:           Ignore           Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  1  0  0  1    1  0  0  0  0    0  0  2  0  1    1  0  2  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     230    0   394     2    0     0     0  989   302   561  902     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:  230    0   394     2    0     0     0  989   302   561  902     0
User Adj:    1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   230    0     0     2    0     0     0  989   302   561  902     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  230    0     0     2    0     0     0  989   302   561  902     0
PCE Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   253    0     0     2    0     0     0  989   302   561  902     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  1.00  1.00 0.00  0.00  0.00 2.00  1.00  1.00 2.00  1.00
Final Sat.:  2850    0  1425  1425    0     0     0 2850  1425  1425 2850  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.09 0.00  0.00  0.00 0.00  0.00  0.00 0.35  0.21  0.39 0.32  0.00
Crit Vol:     127               2                  495         561
Crit Moves:  ****              ****               ****        ****
******************************************************************************
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                  Crossfield Taxiway Construction Project
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                    Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #3 IMPERIAL HWY @ SEPULVEDA BL.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        1.306
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180               Level Of Service:                 F
******************************************************************************
Street Name:          SEPULVEDA BL.                    IMPERIAL HWY
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    2  0  3  1  0    2  0  3  0  1    2  0  3  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     181 1907  1187   319 1892    40   170  320   183   235  314   340
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  181 1907  1187   319 1892    40   170  320   183   235  314   340
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   181 1907  1187   319 1892    40   170  320   183   235  314   340
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  181 1907  1187   319 1892    40   170  320   183   235  314   340
PCE Adj:     1.00 1.00  1.00  1.00 1.00  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.:   181 1907  1187   351 1892    40   187  320   183   259  314   340
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  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 3.92  0.08  2.00 3.00  1.00  2.00 3.00  1.00
Final Sat.:  1375 4125  1375  2750 5386   114  2750 4125  1375  2750 4125  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.13 0.46  0.86  0.13 0.35  0.35  0.07 0.08  0.13  0.09 0.08  0.25
Crit Vol:               1187   175               94                        340
Crit Moves:             ****  ****              ****                      ****
******************************************************************************
```

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                     Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #4 IMPERIAL HWY @ NASH ST.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.388
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       30               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:      75    0    97   179  197   199     0  814    56    62  898     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:   75    0    97   179  197   199     0  814    56    62  898     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:    75    0    97   179  197   199     0  814    56    62  898     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   75    0    97   179  197   199     0  814    56    62  898     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.:    75    0   107   197  197   219     0  814    56    68  898     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  1.28 1.29  1.43  0.00 2.81  0.19  2.00 3.00  0.00
Final Sat.:  1425    0  2850  1827 1832  2042     0 4000   275  2850 4275     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.05 0.00  0.04  0.11 0.11  0.11  0.00 0.20  0.20  0.02 0.21  0.00
Crit Vol:      75              154                  290          34
Crit Moves:  ****            ****                 ****         ****
******************************************************************************
```

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                    Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #5 IMPERIAL HWY. @ DOUGLAS ST.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.621
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       49               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         Permitted
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:     175   18   441    87   15    44    40 1023    43    30  596    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:  175   18   441    87   15    44    40 1023    43    30  596    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:   175   18   441    87   15    44    40 1023    43    30  596    36
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  175   18   441    87   15    44    40 1023    43    30  596    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  1.10  1.10 1.00  1.10  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:   175   18   485    96   15    48    40 1023    43    33  596    36
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  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  1.80 0.20  1.00  1.00 2.88  0.12  2.00 2.83  0.17
Final Sat.:  1425 1425  2850  2571  279  1425  1425 4103   172  2850 4031   244
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.12 0.01  0.17  0.04 0.05  0.03  0.03 0.25  0.25  0.01 0.15  0.15
Crit Vol:                243         77               355              211
Crit Moves:             ****        ****             ****             ****
******************************************************************************
```

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                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #6 IMPERIAL HWY. @ AVIATION BL.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.768
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       98               Level Of Service:                  C
******************************************************************************
Street Name:           AVIATION BL.                    IMPERIAL HWY.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:            Ovl              Ovl              Include          Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  2  0  1    2  0  1  1  1    2  0  2  1  0    2  0  3  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     173  476   333   444  569   110   242 1084   257   230  428   366
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  173  476   333   444  569   110   242 1084   257   230  428   366
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   173  476   333   444  569   110   242 1084   257   230  428   366
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  173  476   333   444  569   110   242 1084   257   230  428   366
PCE Adj:     1.00 1.00  1.00  1.00 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.:   190  476   333   488  569   121   266 1084   257   253  428   366
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 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 2.43  0.57  2.00 3.00  1.00
Final Sat.:  2750 2750  1375  2750 2750  1375  2750 3334   791  2750 4125  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.07 0.17  0.24  0.18 0.21  0.09  0.10 0.33  0.33  0.09 0.10  0.27
Crit Vol:          238          244                   447          127
Crit Moves:       ****         ****                  ****         ****
******************************************************************************
```

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                    Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #7 IMPERIAL HWY. @  105 RAMP
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.635
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       62               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       Protected        Protected
Rights:            Ovl              Include           Ovl              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:     453    0   538     0    0     0     0  995   822   270  629     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:  453    0   538     0    0     0     0  995   822   270  629     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:   453    0   538     0    0     0     0  995   822   270  629     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  453    0   538     0    0     0     0  995   822   270  629     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.:   498    0   592     0    0     0     0  995   904   297  629     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 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 2.10  1.90  2.00 2.00  0.00
Final Sat.:  2750    0  2750     0    0     0     0 2881  2619  2750 2750     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.18 0.00  0.22  0.00 0.00  0.00  0.00 0.35  0.35  0.11 0.23  0.00
Crit Vol:     249                     0              475          149
Crit Moves:  ****                                   ****         ****
******************************************************************************
```

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                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #8 IMPERIAL HWY. @ La CIENEGA BLVD.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.671
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       69               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           Ovl              Ovl
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:      78  211   625   369  488   405   208 1049   242    48  415   201
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   78  211   625   369  488   405   208 1049   242    48  415   201
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    78  211   625   369  488   405   208 1049   242    48  415   201
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   78  211   625   369  488   405   208 1049   242    48  415   201
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.10  1.10 1.00  1.10  1.10 1.00  1.10  1.10 1.00  1.10
Final Vol.:    86  211   688   406  488   446   229 1049   266    53  415   221
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 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 1.57  1.43  2.00 3.00  2.00  2.00 3.00  2.00
Final Sat.:  2750 1375  2750  2750 2156  1969  2750 4125  2750  2750 4125  2750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.15  0.25  0.15 0.23  0.23  0.08 0.25  0.10  0.02 0.10  0.08
Crit Vol:                344   203                  350          26
Crit Moves:              ****  ****                 ****         ****
******************************************************************************
```

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            Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #9 IMPERIAL HWY. @ 405 NORTH 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:          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:     231    0   228     0    0     0     0 1745   257     0  427   191
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  231    0   228     0    0     0     0 1745   257     0  427   191
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:   231    0   228     0    0     0     0 1745     0     0  427     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  231    0   228     0    0     0     0 1745     0     0  427     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.:   254    0   228     0    0     0     0 1745     0     0  427     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:       1.05 0.01  0.94  0.00 0.00  0.00  0.00 3.00  1.00  0.00 3.00  1.00
Final Sat.:  1502    0  1348     0    0     0     0 4275  1425     0 4275  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.17 0.00  0.17  0.00 0.00  0.00  0.00 0.41  0.00  0.00 0.10  0.00
Crit Vol:                241          0              582           0
Crit Moves:             ****                        ****        ****
******************************************************************************
```

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******************************************************************************
Intersection #10 AVIATION BLVD. @ CENTURY BLVD.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.863
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      166               Level Of Service:                 D
******************************************************************************
Street Name:          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:     470  682    90   127  544   115   139 1797   433    98 1283   117
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  470  682    90   127  544   115   139 1797   433    98 1283   117
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   470  682    90   127  544   115   139 1797   433    98 1283   117
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  470  682    90   127  544   115   139 1797   433    98 1283   117
PCE Adj:     1.00 1.00  1.00  1.00 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.:   517  682    90   140  544   115   139 1797   433    98 1283   117
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 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 1.77  0.23  2.00 2.00  1.00  1.00 3.22  0.78  1.00 3.67  0.33
Final Sat.:  2750 2429   321  2750 2750  1375  1375 4432  1068  1375 5040   460
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.19 0.28  0.28  0.05 0.20  0.08  0.10 0.41  0.41  0.07 0.25  0.25
Crit Vol:     259                  272              558          98
Crit Moves:  ****                 ****             ****         ****
******************************************************************************
```

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                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #11 AVIATION BLVD. @ 111TH
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.560
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       33               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:         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  1  1  0    1  0  1  1  0    1  0  0  1  0    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      20  938   100    89 1139    84    78   81    30    55   55   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:   20  938   100    89 1139    84    78   81    30    55   55   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:    20  938   100    89 1139    84    78   81    30    55   55   130
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   20  938   100    89 1139    84    78   81    30    55   55   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.:    20  938   100    89 1139    84    78   81    30    55   55   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 1.81  0.19  1.00 1.86  0.14  1.00 0.73  0.27  1.00 1.00  1.00
Final Sat.:  1500 2711   289  1500 2794   206  1500 1095   405  1500 1500  1500
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.35  0.35  0.06 0.41  0.41  0.05 0.07  0.07  0.04 0.04  0.09
Crit Vol:      20                612           78                          130
Crit Moves:  ****                ****         ****                        ****
******************************************************************************
```

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                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #12 La CIENEGA BLVD. @ 405 S/B RAPM
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.657
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       54               Level Of Service:                  B
******************************************************************************
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  618    75   166  723     0     0    0     0   680    0   175
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  618    75   166  723     0     0    0     0   680    0   175
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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  618    75   166  723     0     0    0     0   680    0   175
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  618    75   166  723     0     0    0     0   680    0   175
PCE Adj:     1.00 1.00  1.00  1.00 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  618    83   166  723     0     0    0     0   748    0   175
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  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  1.62 0.00  0.38
Final Sat.:     0 2850  1425  1425 2850     0     0    0     0  2310    0   540
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.22  0.06  0.12 0.25  0.00  0.00 0.00  0.00  0.32 0.00  0.32
Crit Vol:          309          166                      0          462
Crit Moves:       ****         ****                               ****
******************************************************************************
```

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                    Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #13 La CIENEGA BLVD. @ CENTURY BLVD
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        1.021
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:     157  314   634   385  613   460   169 1259   827   122  781   240
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  157  314   634   385  613   460   169 1259   827   122  781   240
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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  314   634   385  613   460   169 1259   827   122  781   240
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  157  314   634   385  613   460   169 1259   827   122  781   240
PCE Adj:     1.00 1.00  1.00  1.00 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.:   157  314   697   385  613   506   169 1259   827   122  781   240
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  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 3.06  0.94
Final Sat.:  1375 2750  2750  1375 2750  2750  1375 4125  1375  1375 4207  1293
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.11 0.11  0.25  0.28 0.22  0.18  0.12 0.31  0.60  0.09 0.19  0.19
Crit Vol:                349   385                       827     0
Crit Moves:             ****  ****                     ****  ****
******************************************************************************
```

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                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #14 La CIENEGA BLVD. @ 405 S/B RAMP
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.514
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  1! 0  0    0  0  0  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  642    35   669  908     5     0    0     0     0    0   487
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  642    35   669  908     5     0    0     0     0    0   487
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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  642    35   669  908     5     0    0     0     0    0   487
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  642    35   669  908     5     0    0     0     0    0   487
PCE Adj:     1.00 1.00  1.00  1.00 1.00  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  642    35   736  908     5     0    0     0     0    0   536
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 1.90  0.10  2.00 1.99  0.01  0.00 1.00  0.00  0.00 0.00  2.00
Final Sat.:     0 2608   142  2750 2735    15     0 1375     0     0    0  2750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.25  0.25  0.27 0.33  0.33  0.00 0.00  0.00  0.00 0.00  0.19
Crit Vol:          338         368                     0                0
Crit Moves:       ****        ****                                  ****
******************************************************************************
```

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                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #15 La CIENEGA BLVD. @ 104 TH STREET
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.460
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       34               Level Of Service:                  A
******************************************************************************
Street Name:         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            Ovl            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:     105  549    22    22  835    21   115    3   265     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:  105  549    22    22  835    21   115    3   265     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:   105  549    22    22  835    21   115    3   265     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  105  549    22    22  835    21   115    3   265     0    0     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   105  549    22    22  835    21   115    3   265     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 1.92  0.08  1.00 2.93  0.07  1.00 1.00  1.00  0.00 1.00  0.00
Final Sat.:  1425 2740   110  1425 4170   105  1425 1425  1425     0 1425     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.07 0.20  0.20  0.02 0.20  0.20  0.08 0.00  0.19  0.00 0.00  0.00
Crit Vol:     105                285                 265     0
Crit Moves:  ****                ****                ****
******************************************************************************
```

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                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #16 La CIENEGA BLVD. @ LENNOX BLVD
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.497
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       37               Level Of Service:                  A
******************************************************************************
Street Name:         La CIENEGA BLVD.                    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  618   199   227  979     1     0    0     0    85    0    73
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  618   199   227  979     1     0    0     0    85    0    73
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  618   199   227  979     1     0    0     0    85    0    73
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  618   199   227  979     1     0    0     0    85    0    73
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     0  618   199   227  979     1     0    0     0    94    0    73
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 1.51  0.49  1.00 2.99  0.01  0.00 0.00  0.00  2.00 0.00  1.00
Final Sat.:     0 2156   694  1425 4271     4     0    0     0  2850    0  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.29  0.29  0.16 0.23  0.23  0.00 0.00  0.00  0.03 0.00  0.05
Crit Vol:          409         227                      0                    73
Crit Moves:       ****        ****                                          ****
******************************************************************************
```

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            Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #17 La CIENEGA BLVD. @ 111TH STREET
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.472
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.                   / 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:     107  593     0     0  974   134   182    0   196     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  107  593     0     0  974   134   182    0   196     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:   107  593     0     0  974   134   182    0   196     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  107  593     0     0  974   134   182    0   196     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.:   107  593     0     0  974   134   200    0   196     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 2.64  0.36  2.00 0.00  1.00  0.00 0.00  0.00
Final Sat.:  1425 2850     0     0 3758   517  2850    0  1425     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.08 0.21  0.00  0.00 0.26  0.26  0.07 0.00  0.14  0.00 0.00  0.00
Crit Vol:     107                  369                    196          0
Crit Moves:  ****                 ****                   ****
******************************************************************************
```

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```
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------------------------------------------------------------------------------
                  Crossfield Taxiway Construction Project
------------------------------------------------------------------------------
                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #18 La CIENEGA BLVD. @ 405 S/B RAMP
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.374
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       30               Level Of Service:                  A
******************************************************************************
Street Name:         La CIENEGA BLVD.                   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       Protected       Split Phase      Split Phase
Rights:            Ovl             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:       0  568    72   129 1015     4     0    0    29   166    0   102
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  568    72   129 1015     4     0    0    29   166    0   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:     0  568    72   129 1015     4     0    0    29   166    0   102
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  568    72   129 1015     4     0    0    29   166    0   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:     1.00 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  568    72   129 1015     4     0    0    29   183    0   102
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  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 4258    17     0    0  1425  2850    0  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.20  0.05  0.09 0.24  0.24  0.00 0.00  0.02  0.06 0.00  0.07
Crit Vol:          284         129                          29    91
Crit Moves:       ****        ****                        ****  ****
******************************************************************************
```

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```
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------------------------------------------------------------------------------
                    Crossfield Taxiway Construction Project
------------------------------------------------------------------------------
                      Level Of Service Computation Report
              Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #19 CENTURY BLVD. @ 405 N/B RAMP
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.603
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       47                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:        Protected         Permitted         Permitted         Permitted
Rights:           Include           Include           Include           Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  0  0  1    0  0  0  0  1    1  0  2  1  1    0  0  2  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     451    0   424     0    0    33    34 1605   641     0  928    18
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  451    0   424     0    0    33    34 1605   641     0  928    18
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   451    0   424     0    0    33    34 1605   641     0  928    18
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  451    0   424     0    0    33    34 1605   641     0  928    18
PCE Adj:     1.00 1.00  1.00  1.00 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.:   496    0   424     0    0    33    34 1605   705     0  928    18
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 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 2.78  1.22  0.00 2.94  0.06
Final Sat.:  2850    0  1425     0    0  1425  1425 3960  1740     0 4194    81
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.17 0.00  0.30  0.00 0.00  0.02  0.02 0.41  0.41  0.00 0.22  0.22
Crit Vol:     248                      33        578           0
Crit Moves:  ****                     ****       ****        ****
******************************************************************************
```

```
Cumulative Project (2010)-AM Peak                  Page 1-1
-------------------------------------------------------------------------------
                    Crossfield Taxiway Construction Project
-------------------------------------------------------------------------------
                                Scenario Report
Scenario:             Cumulative Project (2010)-AM Peak

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

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```
Cumulative Project (2010)-AM Peak                  Page 2-1
-------------------------------------------------------------------------------
                    Crossfield Taxiway Construction Project
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
              Circular 212 Planning Method (Base Volume Alternative)
*******************************************************************************
Intersection #1 IMPERIAL HWY @ PERSHING DR.
*******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.643
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      179               Level Of Service:                 B
*******************************************************************************
Street Name:    PERSHING DR./HYPERION DWY.              IMPERIAL HWY
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Protected        Protected
Rights:           Include          Include          Include           Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  1! 0  0    1  1  0  0  1    2  0  1  1  0    1  0  2  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       1    0     1   572    2    43   138  250     4     8  259   806
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    1    0     1   572    2    43   138  250     4     8  259   806
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     1    0     1   572    2    43   138  250     4     8  259   806
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    1    0     1   572    2    43   138  250     4     8  259   806
PCE Adj:     1.00 1.00  1.00  1.00 1.00  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  1.00
Final Vol.:     1    0     1   629    2    43   152  250     4     8  259   806
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.50 0.00  0.50  1.99 0.01  1.00  2.00 1.97  0.03  1.00 2.00  1.00
Final Sat.:   688    0   688  2741    9  1375  2750 2707    43  1375 2750  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.00  0.23 0.23  0.03  0.06 0.09  0.09  0.01 0.09  0.59
Crit Vol:                  2     0               76                        806
Crit Moves:             ****  ****             ****                      ****
*******************************************************************************
```

```
Cumulative Project (2010)-AM Peak                  Page 3-1
-------------------------------------------------------------------------------
                  Crossfield Taxiway Construction Project
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
*******************************************************************************
Intersection #2 IMPERIAL HWY @MAIN STREET
*******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.514
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       38               Level Of Service:                  A
*******************************************************************************
Street Name:           MAIN STREET                     IMPERIAL HWY
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase        Permitted       Protected
Rights:           Ignore           Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  1  0  0  1    1  0  0  0  0    0  0  2  0  1    1  0  2  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     217    0   479     2    0     0     0  701    95   261  881     4
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  217    0   479     2    0     0     0  701    95   261  881     4
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:   217    0     0     2    0     0     0  701    95   261  881     4
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  217    0     0     2    0     0     0  701    95   261  881     4
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  1.00 1.00  1.00
Final Vol.:   239    0     0     2    0     0     0  701    95   261  881     4
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 0.00  1.00  1.00 0.00  0.00  0.00 2.00  1.00  1.00 2.00  1.00
Final Sat.:  2850    0  1425  1425    0     0     0 2850  1425  1425 2850  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.08 0.00  0.00  0.00 0.00  0.00  0.00 0.25  0.07  0.18 0.31  0.00
Crit Vol:     119               2                  351         261
Crit Moves:  ****              ****                ****        ****
*******************************************************************************
```

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Cumulative Project (2010)-AM Peak                  Page 4-1
-------------------------------------------------------------------------------
                   Crossfield Taxiway Construction Project
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
*******************************************************************************
Intersection #3 IMPERIAL HWY @ SEPULVEDA BL.
*******************************************************************************
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:          SEPULVEDA BL.                     IMPERIAL HWY
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    2  0  3  1  0    2  0  3  0  1    2  0  3  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      76 1037   494   153 1384    21   130  220    98   157  156   189
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   76 1037   494   153 1384    21   130  220    98   157  156   189
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    76 1037   494   153 1384    21   130  220    98   157  156   189
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   76 1037   494   153 1384    21   130  220    98   157  156   189
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.10 1.00  1.00  1.10 1.00  1.00  1.10 1.00  1.00
Final Vol.:    76 1037   494   168 1384    21   143  220    98   173  156   189
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  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 3.94  0.06  2.00 3.00  1.00  2.00 3.00  1.00
Final Sat.:  1375 4125  1375  2750 5418    82  2750 4125  1375  2750 4125  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.06 0.25  0.36  0.06 0.26  0.26  0.05 0.05  0.07  0.06 0.04  0.14
Crit Vol:                494    84               72                        189
Crit Moves:             ****  ****             ****                      ****
*******************************************************************************
```

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Cumulative Project (2010)-AM Peak                  Page 5-1
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                    Crossfield Taxiway Construction Project
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #4 IMPERIAL HWY @ NASH ST.
********************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.478
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       36                Level Of Service:                  A
********************************************************************************
Street Name:  FWY 105 OFF RAMP/ NASH STREET             IMPERIAL HWY.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase        Permitted       Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  0  0  2    1  1  0  1  1    0  0  2  1  0    2  0  3  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       7    0    16   222  787   400     0  398    67   151  615     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:    7    0    16   222  787   400     0  398    67   151  615     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:     7    0    16   222  787   400     0  398    67   151  615     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    7    0    16   222  787   400     0  398    67   151  615     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.:     7    0    18   244  787   440     0  398    67   166  615     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 1.81  1.19  0.00 2.57  0.43  2.00 3.00  0.00
Final Sat.:  1425    0  2850  1425 2578  1697     0 3659   616  2850 4275     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.01  0.17 0.31  0.26  0.00 0.11  0.11  0.06 0.14  0.00
Crit Vol:                 9        435              155          83
Crit Moves:           ****       ****             ****        ****
********************************************************************************
```

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Cumulative Project (2010)-AM Peak                  Page 6-1
-------------------------------------------------------------------------------
                   Crossfield Taxiway Construction Project
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
*******************************************************************************
Intersection #5 IMPERIAL HWY. @ DOUGLAS ST.
*******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.232
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       24               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         Permitted
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:      39    9    57    13    3    12    20  331    60    77  735    48
Growth Adj:  1.00 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    9    57    13    3    12    20  331    60    77  735    48
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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    9    57    13    3    12    20  331    60    77  735    48
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   39    9    57    13    3    12    20  331    60    77  735    48
PCE Adj:     1.00 1.00  1.00  1.00 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.:    39    9    63    14    3    13    20  331    60    85  735    48
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  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  1.41 0.29  1.30  1.00 2.54  0.46  2.00 2.82  0.18
Final Sat.:  1425 1425  2850  2004  420  1850  1425 3619   656  2850 4013   262
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.01  0.02  0.01 0.01  0.01  0.01 0.09  0.09  0.03 0.18  0.18
Crit Vol:      39                 10           20                 261
Crit Moves:  ****                ****         ****               ****
*******************************************************************************
```

```
Cumulative Project (2010)-AM Peak                  Page 7-1
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                  Crossfield Taxiway Construction Project
------------------------------------------------------------------------------
                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #6 IMPERIAL HWY. @ AVIATION BL.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.687
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       73               Level Of Service:                  B
******************************************************************************
Street Name:           AVIATION BL.                    IMPERIAL HWY.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:            Ovl              Ovl              Include          Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  2  0  1    2  0  1  1  1    2  0  2  1  0    2  0  3  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     162  416    94   135  228   109   106  198    62   228  676   679
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  162  416    94   135  228   109   106  198    62   228  676   679
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   162  416    94   135  228   109   106  198    62   228  676   679
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  162  416    94   135  228   109   106  198    62   228  676   679
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.00  1.10 1.00  1.10  1.10 1.00  1.00  1.10 1.00  1.00
Final Vol.:   178  416    94   149  228   120   117  198    62   251  676   679
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 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 1.97  1.03  2.00 2.28  0.72  2.00 3.00  1.00
Final Sat.:  2750 2750  1375  2750 2703  1422  2750 3141   984  2750 4125  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.06 0.15  0.07  0.05 0.08  0.08  0.04 0.06  0.06  0.09 0.16  0.49
Crit Vol:          208           0               58                          679
Crit Moves:       ****         ****            ****                        ****
******************************************************************************
```

```
Cumulative Project (2010)-AM Peak                  Page 8-1
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                   Crossfield Taxiway Construction Project
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
*******************************************************************************
Intersection #7 IMPERIAL HWY. @  105 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:       60               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       Protected        Protected
Rights:            Ovl              Include           Ovl              Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  0  0  2    0  0  0  0  0    0  0  2  1  1    2  0  2  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     836    0   272     0    0     0     0  179   275    54  794     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  836    0   272     0    0     0     0  179   275    54  794     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   836    0   272     0    0     0     0  179   275    54  794     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  836    0   272     0    0     0     0  179   275    54  794     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.10  1.00 1.00  1.00  1.00 1.00  1.10  1.10 1.00  1.00
Final Vol.:   920    0   299     0    0     0     0  179   303    59  794     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 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.:  2750    0  2750     0    0     0     0 2750  2750  2750 2750     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.33 0.00  0.11  0.00 0.00  0.00  0.00 0.07  0.11  0.02 0.29  0.00
Crit Vol:     460                     0           0                   397
Crit Moves:  ****                           ****                    ****
*******************************************************************************
```

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                  Crossfield Taxiway Construction Project
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
*******************************************************************************
Intersection #8 IMPERIAL HWY. @ La CIENEGA BLVD.
*******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.309
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.                   IMPERIAL 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           Ovl              Ovl
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:      61  138    86    44  119   223   166  127   141    43  542   309
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   61  138    86    44  119   223   166  127   141    43  542   309
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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  138    86    44  119   223   166  127   141    43  542   309
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   61  138    86    44  119   223   166  127   141    43  542   309
PCE Adj:     1.00 1.00  1.00  1.00 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.:    67  138    95    48  119   245   183  127   155    47  542   340
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 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 1.78  1.22  2.00 1.00  2.00  2.00 3.00  2.00  2.00 3.00  2.00
Final Sat.:  2750 2447  1678  2750 1375  2750  2750 4125  2750  2750 4125  2750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.06  0.06  0.02 0.09  0.09  0.07 0.03  0.06  0.02 0.13  0.12
Crit Vol:      34                   119          91                   181
Crit Moves:  ****                 ****         ****                 ****
*******************************************************************************
```

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                   Crossfield Taxiway Construction Project
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
*******************************************************************************
Intersection #9 IMPERIAL HWY. @ 405 NORTH RAMP
*******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.259
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       25               Level Of Service:                  A
*******************************************************************************
Street Name:          405 NORTH RAMP                    IMPERIAL HWY
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase        Permitted        Permitted
Rights:           Include          Include          Ignore           Ignore
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1! 0  0    0  0  0  0  0    0  0  2  1  1    0  0  2  1  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     247    0    43     0    0     0     0  186    49     0  634   307
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  247    0    43     0    0     0     0  186    49     0  634   307
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:   247    0    43     0    0     0     0  186     0     0  634     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  247    0    43     0    0     0     0  186     0     0  634     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.:   272    0    43     0    0     0     0  186     0     0  634     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:       1.73 0.00  0.27  0.00 0.00  0.00  0.00 3.00  1.00  0.00 3.00  1.00
Final Sat.:  2461    0   389     0    0     0     0 4275  1425     0 4275  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.11 0.00  0.11  0.00 0.00  0.00  0.00 0.04  0.00  0.00 0.15  0.00
Crit Vol:                157          0           0                   211
Crit Moves:             ****                 ****                   ****
*******************************************************************************
```

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Cumulative Project (2010)-AM Peak                Page 11-1
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                  Crossfield Taxiway Construction Project
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #10 AVIATION BLVD. @ CENTURY BLVD.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.561
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       52               Level Of Service:                  A
******************************************************************************
Street Name:          AVIATION BLVD.                   CENTURY BLVD.
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  1  1  0    2  0  2  0  1    1  0  3  1  0    1  0  3  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     444  446    35    51  252    99    75  739   212    63 1209    97
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  444  446    35    51  252    99    75  739   212    63 1209    97
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   444  446    35    51  252    99    75  739   212    63 1209    97
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  444  446    35    51  252    99    75  739   212    63 1209    97
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   488  446    35    56  252    99    75  739   212    63 1209    97
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 1.85  0.15  2.00 2.00  1.00  1.00 3.11  0.89  1.00 3.70  0.30
Final Sat.:  2750 2550   200  2750 2750  1375  1375 4274  1226  1375 5092   408
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.18 0.17  0.17  0.02 0.09  0.07  0.05 0.17  0.17  0.05 0.24  0.24
Crit Vol:     244                126          75                 326
Crit Moves:  ****               ****         ****               ****
******************************************************************************
```

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                   Crossfield Taxiway Construction Project
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
*******************************************************************************
Intersection #11 AVIATION BLVD. @ 111TH
*******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.469
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       27               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:         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  1  1  0    1  0  1  1  0    1  0  0  1  0    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      22 1049    55    58  557    42    27   13    22    26   26    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:   22 1049    55    58  557    42    27   13    22    26   26    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:    22 1049    55    58  557    42    27   13    22    26   26    67
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   22 1049    55    58  557    42    27   13    22    26   26    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.:    22 1049    55    58  557    42    27   13    22    26   26    67
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.90  0.10  1.00 1.86  0.14  1.00 0.37  0.63  1.00 1.00  1.00
Final Sat.:  1500 2851   149  1500 2790   210  1500  557   943  1500 1500  1500
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.37  0.37  0.04 0.20  0.20  0.02 0.02  0.02  0.02 0.02  0.04
Crit Vol:          552          58               27                         67
Crit Moves:       ****         ****             ****                       ****
*******************************************************************************
```

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                     Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #12 La CIENEGA BLVD. @ 405 S/B RAPM
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.549
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       41               Level Of Service:                  A
******************************************************************************
Street Name:         La CIENEGA BLVD.                   405 N/B RAPM
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted      Split Phase      Split Phase
Rights:            Ovl              Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  1  1  1    1  0  2  0  0    0  0  0  0  0    1  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  607    78   127  267     0     0    0     0   599    0    46
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  607    78   127  267     0     0    0     0   599    0    46
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  607    78   127  267     0     0    0     0   599    0    46
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  607    78   127  267     0     0    0     0   599    0    46
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.10  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     0  607    86   127  267     0     0    0     0   659    0    46
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 2.00  1.00  1.00 2.00  0.00  0.00 0.00  0.00  1.87 0.00  0.13
Final Sat.:     0 2850  1425  1425 2850     0     0    0     0  2664    0   186
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.21  0.06  0.09 0.09  0.00  0.00 0.00  0.00  0.25 0.00  0.25
Crit Vol:          304          127                      0          352
Crit Moves:       ****         ****                               ****
******************************************************************************
```

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                    Crossfield Taxiway Construction Project
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                      Level Of Service Computation Report
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********************************************************************************
Intersection #13 La CIENEGA BLVD. @ CENTURY BLVD
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.529
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       48               Level Of Service:                  A
********************************************************************************
Street Name:          La CIENEGA BLVD.                  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:     115  274   141    70  364   421    68  436   279   267  957   362
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  115  274   141    70  364   421    68  436   279   267  957   362
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   115  274   141    70  364   421    68  436   279   267  957   362
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  115  274   141    70  364   421    68  436   279   267  957   362
PCE Adj:     1.00 1.00  1.00  1.00 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.:   115  274   155    70  364   463    68  436   279   267  957   362
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  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:     0.08 0.10  0.06  0.05 0.13  0.17  0.05 0.11  0.20  0.19 0.23  0.26
Crit Vol:       0                 182                  279   267
Crit Moves:  ****                 ****                 ****  ****
********************************************************************************
```

```
Cumulative Project (2010)-AM Peak                Page 15-1
-------------------------------------------------------------------------------
                  Crossfield Taxiway Construction Project
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
*******************************************************************************
Intersection #14 La CIENEGA BLVD. @ 405 S/B RAMP
*******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.320
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       34               Level Of Service:                  A
*******************************************************************************
Street Name:         La CIENEGA BLVD.                   405 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  461    23   358  521     7     0    0     1     0    0    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:    0  461    23   358  521     7     0    0     1     0    0    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:     0  461    23   358  521     7     0    0     1     0    0    63
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  461    23   358  521     7     0    0     1     0    0    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  1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.10
Final Vol.:     0  461    23   394  521     7     0    0     1     0    0    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:       0.00 1.90  0.10  2.00 1.97  0.03  0.00 0.00  1.00  0.00 0.00  2.00
Final Sat.:     0 2619   131  2750 2714    36     0    0  1375     0    0  2750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.18  0.18  0.14 0.19  0.19  0.00 0.00  0.00  0.00 0.00  0.03
Crit Vol:          242         197                           1          0
Crit Moves:       ****        ****                        ****       ****
*******************************************************************************
```

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```
Cumulative Project (2010)-AM Peak                Page 16-1
--------------------------------------------------------------------------------
                   Crossfield Taxiway Construction Project
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #15 La CIENEGA BLVD. @ 104 TH STREET
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.341
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       28               Level Of Service:                  A
********************************************************************************
Street Name:         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            Ovl            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:     161  441    14    18  448    42    22    1   159     3    1     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:  161  441    14    18  448    42    22    1   159     3    1     1
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   161  441    14    18  448    42    22    1   159     3    1     1
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  161  441    14    18  448    42    22    1   159     3    1     1
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   161  441    14    18  448    42    22    1   159     3    1     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:       1.00 1.94  0.06  1.00 2.74  0.26  1.00 1.00  1.00  0.60 0.20  0.20
Final Sat.:  1425 2762    88  1425 3909   366  1425 1425  1425   855  285   285
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.11 0.16  0.16  0.01 0.11  0.11  0.02 0.00  0.11  0.00 0.00  0.00
Crit Vol:     161                163                 159     3
Crit Moves:  ****                ****                ****  ****
********************************************************************************
```

```
Cumulative Project (2010)-AM Peak                Page 17-1
------------------------------------------------------------------------------
                  Crossfield Taxiway Construction Project
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #16 La CIENEGA BLVD. @ LENNOX BLVD
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.306
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       27               Level Of Service:                  A
******************************************************************************
Street Name:         La CIENEGA BLVD.                    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  491    23    38  324     1     0    0     0   101    0   141
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  491    23    38  324     1     0    0     0   101    0   141
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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  491    23    38  324     1     0    0     0   101    0   141
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  491    23    38  324     1     0    0     0   101    0   141
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  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  491    23    38  324     1     0    0     0   111    0   141
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  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  1.00 2.99  0.01  0.00 0.00  0.00  2.00 0.00  1.00
Final Sat.:     0 2722   128  1425 4262    13     0    0     0  2850    0  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.18  0.18  0.03 0.08  0.08  0.00 0.00  0.00  0.04 0.00  0.10
Crit Vol:          257           38                     0                    141
Crit Moves:       ****          ****                                        ****
******************************************************************************
```

```
Cumulative Project (2010)-AM Peak                 Page 18-1
--------------------------------------------------------------------------------
                    Crossfield Taxiway Construction Project
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
             Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #17 La CIENEGA BLVD. @ 111TH STREET
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.205
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       23               Level Of Service:                  A
********************************************************************************
Street Name:          La CIENEGA BLVD.                  / 111TH STREET
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted      Split Phase      Split Phase
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  0  0    0  0  2  1  0    2  0  0  0  1    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     123  404     0     0  310    97    62    0    31     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:  123  404     0     0  310    97    62    0    31     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:   123  404     0     0  310    97    62    0    31     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  123  404     0     0  310    97    62    0    31     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.:   123  404     0     0  310    97    68    0    31     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 2.29  0.71  2.00 0.00  1.00  0.00 0.00  0.00
Final Sat.:  1425 2850     0     0 3256  1019  2850    0  1425     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.09 0.14  0.00  0.00 0.10  0.10  0.02 0.00  0.02  0.00 0.00  0.00
Crit Vol:     123                136           34                     0
Crit Moves:  ****                ****         ****
********************************************************************************
```

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```
Cumulative Project (2010)-AM Peak                Page 19-1
------------------------------------------------------------------------------
                  Crossfield Taxiway Construction Project
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #18 La CIENEGA BLVD. @ 405 S/B RAMP
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.252
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       25               Level Of Service:                  A
******************************************************************************
Street Name:         La CIENEGA BLVD.                    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       Protected       Split Phase      Split Phase
Rights:            Ovl             Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  0  1    1  0  2  1  0    0  0  1! 0  0    2  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  486    80    51  302     4     1    1     4   108    0    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:    0  486    80    51  302     4     1    1     4   108    0    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:     0  486    80    51  302     4     1    1     4   108    0    38
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  486    80    51  302     4     1    1     4   108    0    38
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     0  486    80    51  302     4     1    1     4   119    0    38
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  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 2.96  0.04  0.17 0.17  0.66  2.00 0.00  1.00
Final Sat.:  1425 2850  1425  1425 4219    56   238  238   950  2850    0  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.17  0.06  0.04 0.07  0.07  0.00 0.00  0.00  0.04 0.00  0.03
Crit Vol:          243          51                     6          59
Crit Moves:       ****         ****                 ****         ****
******************************************************************************
```

```
Cumulative Project (2010)-AM Peak                 Page 20-1
-------------------------------------------------------------------------------
                   Crossfield Taxiway Construction Project
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
*******************************************************************************
Intersection #19 CENTURY BLVD. @ 405 N/B RAMP
*******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.583
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       45               Level Of Service:                  A
*******************************************************************************
Street Name:         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:        Protected         Permitted         Permitted         Permitted
Rights:           Include           Include           Include           Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  0  0  1    0  0  0  0  1    1  0  2  1  1    0  0  2  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      757    0   110     0    0    25     7  364   261     0 1140     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:   757    0   110     0    0    25     7  364   261     0 1140     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:    757    0   110     0    0    25     7  364   261     0 1140     7
Reduct Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   757    0   110     0    0    25     7  364   261     0 1140     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.:    833    0   110     0    0    25     7  364   287     0 1140     7
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:     1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:   1.00 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 2.24  1.76  0.00 2.98  0.02
Final Sat.:   2850    0  1425     0    0  1425  1425 3187  2513     0 4249    26
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:      0.29 0.00  0.08  0.00 0.00  0.02  0.00 0.11  0.11  0.00 0.27  0.27
Crit Vol:      416                       25     7                  382
Crit Moves:  ****                      ****  ****                ****
*******************************************************************************
```

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```
Cumulative Project (2010)-PM Peak                  Page 1-1
-------------------------------------------------------------------------------
                    Crossfield Taxiway Construction Project
-------------------------------------------------------------------------------
                                Scenario Report
Scenario:             Cumulative Project (2010)-PM Peak

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

```
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```
Cumulative Project (2010)-PM Peak                  Page 4-1
-------------------------------------------------------------------------------
                    Crossfield Taxiway Construction Project
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
*******************************************************************************
Intersection #1 IMPERIAL HWY @ PERSHING DR.
*******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.580
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       54               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        Protected
Rights:           Include          Include          Include          Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  1! 0  0     1  1  0  0  1    2  0  1  1  0    1  0  2  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       4    0     7   824   26   173   140  512     0     4  486   701
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    4    0     7   824   26   173   140  512     0     4  486   701
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     4    0     7   824   26   173   140  512     0     4  486   701
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    4    0     7   824   26   173   140  512     0     4  486   701
PCE Adj:     1.00 1.00  1.00  1.00 1.00  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  1.00
Final Vol.:     4    0     7   906   26   173   154  512     0     4  486   701
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.36 0.00  0.64  1.94 0.06  1.00  2.00 2.00  0.00  1.00 2.00  1.00
Final Sat.:   500    0   875  2673   77  1375  2750 2750     0  1375 2750  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.00  0.01  0.34 0.34  0.13  0.06 0.19  0.00  0.00 0.18  0.51
Crit Vol:                11   466               77                   243
Crit Moves:             ****  ****             ****                 ****
*******************************************************************************
```

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Cumulative Project (2010)-PM Peak                  Page 5-1
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                  Crossfield Taxiway Construction Project
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
*******************************************************************************
Intersection #2 IMPERIAL HWY @MAIN STREET
*******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.842
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      118               Level Of Service:                 D
*******************************************************************************
Street Name:           MAIN STREET                     IMPERIAL HWY
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase        Permitted       Protected
Rights:           Ignore           Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  1  0  0  1    1  0  0  0  0    0  0  2  0  1    1  0  2  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     230    0   394     2    0     0     0 1020   302   561  933     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:  230    0   394     2    0     0     0 1020   302   561  933     0
User Adj:    1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   230    0     0     2    0     0     0 1020   302   561  933     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  230    0     0     2    0     0     0 1020   302   561  933     0
PCE Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   253    0     0     2    0     0     0 1020   302   561  933     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  1.00  1.00 0.00  0.00  0.00 2.00  1.00  1.00 2.00  1.00
Final Sat.:  2850    0  1425  1425    0     0     0 2850  1425  1425 2850  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.09 0.00  0.00  0.00 0.00  0.00  0.00 0.36  0.21  0.39 0.33  0.00
Crit Vol:     127               2                  510         561
Crit Moves:  ****              ****               ****        ****
*******************************************************************************
```

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Cumulative Project (2010)-PM Peak                  Page 6-1
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                   Crossfield Taxiway Construction Project
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
*******************************************************************************
Intersection #3 IMPERIAL HWY @ SEPULVEDA BL.
*******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        1.308
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180               Level Of Service:                 F
*******************************************************************************
Street Name:          SEPULVEDA BL.                     IMPERIAL HWY
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    2  0  3  1  0    2  0  3  0  1    2  0  3  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     181 1907  1189   319 1892    40   170  334   183   241  328   340
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  181 1907  1189   319 1892    40   170  334   183   241  328   340
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   181 1907  1189   319 1892    40   170  334   183   241  328   340
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  181 1907  1189   319 1892    40   170  334   183   241  328   340
PCE Adj:     1.00 1.00  1.00  1.00 1.00  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.:   181 1907  1189   351 1892    40   187  334   183   265  328   340
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  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 3.92  0.08  2.00 3.00  1.00  2.00 3.00  1.00
Final Sat.:  1375 4125  1375  2750 5386   114  2750 4125  1375  2750 4125  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.13 0.46  0.86  0.13 0.35  0.35  0.07 0.08  0.13  0.10 0.08  0.25
Crit Vol:               1189   175               94                       340
Crit Moves:             ****  ****              ****                     ****
*******************************************************************************
```

```
Cumulative Project (2010)-PM Peak                  Page 7-1
-------------------------------------------------------------------------------
                  Crossfield Taxiway Construction Project
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
*******************************************************************************
Intersection #4 IMPERIAL HWY @ NASH ST.
*******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.392
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       31               Level Of Service:                  A
*******************************************************************************
Street Name:  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:      75    0    97   179  197   199     0  830    56    63  919     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:   75    0    97   179  197   199     0  830    56    63  919     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:    75    0    97   179  197   199     0  830    56    63  919     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   75    0    97   179  197   199     0  830    56    63  919     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.:    75    0   107   197  197   219     0  830    56    69  919     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  1.28 1.29  1.43  0.00 2.81  0.19  2.00 3.00  0.00
Final Sat.:  1425    0  2850  1827 1832  2042     0 4005   270  2850 4275     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.05 0.00  0.04  0.11 0.11  0.11  0.00 0.21  0.21  0.02 0.21  0.00
Crit Vol:      75             154                  295          35
Crit Moves:  ****            ****                 ****         ****
*******************************************************************************
```

```
Cumulative Project (2010)-PM Peak                  Page 8-1
-------------------------------------------------------------------------------
                    Crossfield Taxiway Construction Project
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
             Circular 212 Planning Method (Base Volume Alternative)
*******************************************************************************
Intersection #5 IMPERIAL HWY. @ DOUGLAS ST.
*******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.628
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       50               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         Permitted
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:     175   18   441    87   15    44    40 1037    43    30  610    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:  175   18   441    87   15    44    40 1037    43    30  610    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:   175   18   441    87   15    44    40 1037    43    30  610    36
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  175   18   441    87   15    44    40 1037    43    30  610    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  1.10  1.10 1.00  1.10  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:   175   18   485    96   15    48    40 1037    43    33  610    36
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  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  1.80 0.20  1.00  1.00 2.88  0.12  2.00 2.83  0.17
Final Sat.:  1425 1425  2850  2571  279  1425  1425 4105   170  2850 4037   238
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.12 0.01  0.17  0.04 0.05  0.03  0.03 0.25  0.25  0.01 0.15  0.15
Crit Vol:                243         77               360              215
Crit Moves:             ****        ****             ****             ****
*******************************************************************************
```

```
Cumulative Project (2010)-PM Peak                  Page 9-1
-------------------------------------------------------------------------------
                  Crossfield Taxiway Construction Project
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
*******************************************************************************
Intersection #6 IMPERIAL HWY. @ AVIATION BL.
*******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.769
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       99               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:     173  477   333   444  569   110   258 1084   257   233  450   378
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  173  477   333   444  569   110   258 1084   257   233  450   378
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   173  477   333   444  569   110   258 1084   257   233  450   378
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  173  477   333   444  569   110   258 1084   257   233  450   378
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.00  1.10 1.00  1.10  1.10 1.00  1.00  1.10 1.00  1.00
Final Vol.:   190  477   333   488  569   121   284 1084   257   256  450   378
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 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 2.43  0.57  2.00 3.00  1.00
Final Sat.:  2750 2750  1375  2750 2750  1375  2750 3334   791  2750 4125  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.07 0.17  0.24  0.18 0.21  0.09  0.10 0.33  0.33  0.09 0.11  0.27
Crit Vol:          238          244                   447          128
Crit Moves:       ****         ****                  ****         ****
*******************************************************************************
```

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Cumulative Project (2010)-PM Peak                Page 10-1
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                   Crossfield Taxiway Construction Project
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
*******************************************************************************
Intersection #7 IMPERIAL HWY. @  105 RAMP
*******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.656
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       66               Level Of Service:                  B
*******************************************************************************
Street Name:            / 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       Protected        Protected
Rights:            Ovl              Include           Ovl              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:     464    0   538     0    0     0     0  995   822   312  655     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:  464    0   538     0    0     0     0  995   822   312  655     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:   464    0   538     0    0     0     0  995   822   312  655     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  464    0   538     0    0     0     0  995   822   312  655     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.:   510    0   592     0    0     0     0  995   904   343  655     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 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 2.10  1.90  2.00 2.00  0.00
Final Sat.:  2750    0  2750     0    0     0     0 2881  2619  2750 2750     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.19 0.00  0.22  0.00 0.00  0.00  0.00 0.35  0.35  0.12 0.24  0.00
Crit Vol:     255                    0              475          172
Crit Moves:  ****                                  ****         ****
*******************************************************************************
```

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Cumulative Project (2010)-PM Peak                Page 11-1
-------------------------------------------------------------------------------
                  Crossfield Taxiway Construction Project
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
*******************************************************************************
Intersection #8 IMPERIAL HWY. @ La CIENEGA BLVD.
*******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.685
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       72               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           Ovl              Ovl
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:      78  211   625   403  488   471   208 1049   242    48  416   201
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   78  211   625   403  488   471   208 1049   242    48  416   201
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    78  211   625   403  488   471   208 1049   242    48  416   201
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   78  211   625   403  488   471   208 1049   242    48  416   201
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.10  1.10 1.00  1.10  1.10 1.00  1.10  1.10 1.00  1.10
Final Vol.:    86  211   688   443  488   518   229 1049   266    53  416   221
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 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 1.46  1.54  2.00 3.00  2.00  2.00 3.00  2.00
Final Sat.:  2750 1375  2750  2750 2001  2124  2750 4125  2750  2750 4125  2750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.15  0.25  0.16 0.24  0.24  0.08 0.25  0.10  0.02 0.10  0.08
Crit Vol:                344   222                   350          26
Crit Moves:              ****  ****                  ****         ****
*******************************************************************************
```

```
Cumulative Project (2010)-PM Peak                Page 12-1
--------------------------------------------------------------------------------
                    Crossfield Taxiway Construction Project
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
             Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #9 IMPERIAL HWY. @ 405 NORTH RAMP
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.579
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       44               Level Of Service:                 A
********************************************************************************
Street Name:          405 NORTH RAMP                    IMPERIAL HWY
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase        Permitted        Permitted
Rights:           Include          Include          Ignore           Ignore
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1! 0  0    0  0  0  0  0    0  0  2  1  1    0  0  2  1  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     231    0   228     0    0     0     0 1751   284     0  429   191
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  231    0   228     0    0     0     0 1751   284     0  429   191
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:   231    0   228     0    0     0     0 1751     0     0  429     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  231    0   228     0    0     0     0 1751     0     0  429     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.:   254    0   228     0    0     0     0 1751     0     0  429     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:       1.05 0.01  0.94  0.00 0.00  0.00  0.00 3.00  1.00  0.00 3.00  1.00
Final Sat.:  1502    0  1348     0    0     0     0 4275  1425     0 4275  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.17 0.00  0.17  0.00 0.00  0.00  0.00 0.41  0.00  0.00 0.10  0.00
Crit Vol:                241          0              584           0
Crit Moves:             ****                        ****        ****
********************************************************************************
```

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Cumulative Project (2010)-PM Peak                Page 13-1
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                  Crossfield Taxiway Construction Project
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #10 AVIATION BLVD. @ CENTURY BLVD.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.866
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      170               Level Of Service:                 D
******************************************************************************
Street Name:          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:     478  683    96   127  544   115   139 1799   433    98 1283   117
Growth Adj:  1.00 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  683    96   127  544   115   139 1799   433    98 1283   117
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   478  683    96   127  544   115   139 1799   433    98 1283   117
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  478  683    96   127  544   115   139 1799   433    98 1283   117
PCE Adj:     1.00 1.00  1.00  1.00 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.:   526  683    96   140  544   115   139 1799   433    98 1283   117
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 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 1.75  0.25  2.00 2.00  1.00  1.00 3.22  0.78  1.00 3.67  0.33
Final Sat.:  2750 2411   339  2750 2750  1375  1375 4433  1067  1375 5040   460
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.19 0.28  0.28  0.05 0.20  0.08  0.10 0.41  0.41  0.07 0.25  0.25
Crit Vol:     263                272              558          98
Crit Moves:  ****               ****             ****         ****
******************************************************************************
```

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Cumulative Project (2010)-PM Peak                Page 14-1
--------------------------------------------------------------------------------
                    Crossfield Taxiway Construction Project
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
              Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #11 AVIATION BLVD. @ 111TH
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.562
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       33               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:         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  1  1  0    1  0  1  1  0    1  0  0  1  0    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      20  967   100    89 1139    84    78   81    30    55   55   143
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   20  967   100    89 1139    84    78   81    30    55   55   143
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    20  967   100    89 1139    84    78   81    30    55   55   143
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   20  967   100    89 1139    84    78   81    30    55   55   143
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:    20  967   100    89 1139    84    78   81    30    55   55   143
------------|---------------||---------------||---------------||---------------|
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 1.81  0.19  1.00 1.86  0.14  1.00 0.73  0.27  1.00 1.00  1.00
Final Sat.:  1500 2719   281  1500 2794   206  1500 1095   405  1500 1500  1500
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.36  0.36  0.06 0.41  0.41  0.05 0.07  0.07  0.04 0.04  0.10
Crit Vol:          534          89               78                          143
Crit Moves:       ****         ****             ****                        ****
********************************************************************************
```

```
Cumulative Project (2010)-PM Peak                Page 15-1
------------------------------------------------------------------------------
                  Crossfield Taxiway Construction Project
------------------------------------------------------------------------------
                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #12 La CIENEGA BLVD. @ 405 S/B RAPM
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.661
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       55               Level Of Service:                  B
******************************************************************************
Street Name:         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    75   166  724     0     0    0     0   687    0   175
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  620    75   166  724     0     0    0     0   687    0   175
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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    75   166  724     0     0    0     0   687    0   175
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  620    75   166  724     0     0    0     0   687    0   175
PCE Adj:     1.00 1.00  1.00  1.00 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    83   166  724     0     0    0     0   756    0   175
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  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  1.62 0.00  0.38
Final Sat.:     0 2850  1425  1425 2850     0     0    0     0  2314    0   536
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.22  0.06  0.12 0.25  0.00  0.00 0.00  0.00  0.33 0.00  0.33
Crit Vol:          310          166                      0          465
Crit Moves:       ****         ****                               ****
******************************************************************************
```

```
Cumulative Project (2010)-PM Peak                Page 16-1
-------------------------------------------------------------------------------
                   Crossfield Taxiway Construction Project
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
*******************************************************************************
Intersection #13 La CIENEGA BLVD. @ CENTURY BLVD
*******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        1.022
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:     157  314   634   385  620   460   171 1264   829   130  781   240
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  157  314   634   385  620   460   171 1264   829   130  781   240
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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  314   634   385  620   460   171 1264   829   130  781   240
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  157  314   634   385  620   460   171 1264   829   130  781   240
PCE Adj:     1.00 1.00  1.00  1.00 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.:   157  314   697   385  620   506   171 1264   829   130  781   240
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  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 3.06  0.94
Final Sat.:  1375 2750  2750  1375 2750  2750  1375 4125  1375  1375 4207  1293
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.11 0.11  0.25  0.28 0.23  0.18  0.12 0.31  0.60  0.09 0.19  0.19
Crit Vol:                349   385                       829     0
Crit Moves:             ****  ****                      ****  ****
*******************************************************************************
```

```
Cumulative Project (2010)-PM Peak                Page 17-1
------------------------------------------------------------------------------
                  Crossfield Taxiway Construction Project
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #14 La CIENEGA BLVD. @ 405 S/B RAMP
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.514
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  1! 0  0    0  0  0  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  642    35   669  926     5     0    0     0     0    0   487
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  642    35   669  926     5     0    0     0     0    0   487
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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  642    35   669  926     5     0    0     0     0    0   487
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  642    35   669  926     5     0    0     0     0    0   487
PCE Adj:     1.00 1.00  1.00  1.00 1.00  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  642    35   736  926     5     0    0     0     0    0   536
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 1.90  0.10  2.00 1.99  0.01  0.00 1.00  0.00  0.00 0.00  2.00
Final Sat.:     0 2608   142  2750 2735    15     0 1375     0     0    0  2750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.25  0.25  0.27 0.34  0.34  0.00 0.00  0.00  0.00 0.00  0.19
Crit Vol:          338          368                      0                 0
Crit Moves:       ****         ****                                     ****
******************************************************************************
```

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Cumulative Project (2010)-PM Peak                Page 18-1
-------------------------------------------------------------------------------
                   Crossfield Taxiway Construction Project
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
*******************************************************************************
Intersection #15 La CIENEGA BLVD. @ 104 TH STREET
*******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.484
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       36               Level Of Service:                  A
*******************************************************************************
Street Name:         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            Ovl             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:     105  549    22    22  853    21   115    3   294     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:  105  549    22    22  853    21   115    3   294     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:   105  549    22    22  853    21   115    3   294     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  105  549    22    22  853    21   115    3   294     0    0     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   105  549    22    22  853    21   115    3   294     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 1.92  0.08  1.00 2.93  0.07  1.00 1.00  1.00  0.00 1.00  0.00
Final Sat.:  1425 2740   110  1425 4172   103  1425 1425  1425     0 1425     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.07 0.20  0.20  0.02 0.20  0.20  0.08 0.00  0.21  0.00 0.00  0.00
Crit Vol:     105                291                    294     0
Crit Moves:  ****                ****                   ****
*******************************************************************************
```

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```
Cumulative Project (2010)-PM Peak                Page 19-1
-------------------------------------------------------------------------------
                  Crossfield Taxiway Construction Project
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
*******************************************************************************
Intersection #16 La CIENEGA BLVD. @ LENNOX BLVD
*******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.497
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       37               Level Of Service:                  A
*******************************************************************************
Street Name:         La CIENEGA BLVD.                    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  618   199   227 1123     1     0    0     0    85    0    73
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  618   199   227 1123     1     0    0     0    85    0    73
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  618   199   227 1123     1     0    0     0    85    0    73
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  618   199   227 1123     1     0    0     0    85    0    73
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     0  618   199   227 1123     1     0    0     0    94    0    73
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 1.51  0.49  1.00 2.99  0.01  0.00 0.00  0.00  2.00 0.00  1.00
Final Sat.:     0 2156   694  1425 4271     4     0    0     0  2850    0  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.29  0.29  0.16 0.26  0.26  0.00 0.00  0.00  0.03 0.00  0.05
Crit Vol:          409         227                      0                    73
Crit Moves:       ****        ****                                          ****
*******************************************************************************
```

```
Cumulative Project (2010)-PM Peak                Page 20-1
--------------------------------------------------------------------------------
                    Crossfield Taxiway Construction Project
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
              Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #17 La CIENEGA BLVD. @ 111TH STREET
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.507
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.                   / 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:     107  593     0     0 1111   148   182    0   196     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  107  593     0     0 1111   148   182    0   196     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:   107  593     0     0 1111   148   182    0   196     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  107  593     0     0 1111   148   182    0   196     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.:   107  593     0     0 1111   148   200    0   196     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 2.65  0.35  2.00 0.00  1.00  0.00 0.00  0.00
Final Sat.:  1425 2850     0     0 3772   503  2850    0  1425     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.08 0.21  0.00  0.00 0.29  0.29  0.07 0.00  0.14  0.00 0.00  0.00
Crit Vol:     107                  420                   196           0
Crit Moves:  ****                 ****                  ****
********************************************************************************
```

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```
Cumulative Project (2010)-PM Peak                Page 21-1
------------------------------------------------------------------------------
                  Crossfield Taxiway Construction Project
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #18 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       Protected       Split Phase      Split Phase
Rights:            Ovl             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:       0  568    72   159 1114     4     0    0    29   166    0   102
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  568    72   159 1114     4     0    0    29   166    0   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:     0  568    72   159 1114     4     0    0    29   166    0   102
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  568    72   159 1114     4     0    0    29   166    0   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:     1.00 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  568    72   159 1114     4     0    0    29   183    0   102
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.00  1.00  1.00 2.99  0.01  0.00 0.00  1.00  2.00 0.00  1.00
Final Sat.:  1425 2850  1425  1425 4260    15     0    0  1425  2850    0  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.20  0.05  0.11 0.26  0.26  0.00 0.00  0.02  0.06 0.00  0.07
Crit Vol:          284         159                          29    91
Crit Moves:       ****        ****                        ****  ****
******************************************************************************
```

```
Cumulative Project (2010)-PM Peak                 Page 22-1
-------------------------------------------------------------------------------
                   Crossfield Taxiway Construction Project
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
              Circular 212 Planning Method (Base Volume Alternative)
*******************************************************************************
Intersection #19 CENTURY BLVD. @ 405 N/B RAMP
*******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.606
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       47               Level Of Service:                 B
*******************************************************************************
Street Name:         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:        Protected         Permitted         Permitted         Permitted
Rights:           Include           Include           Include           Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  0  0  1    0  0  0  0  1    1  0  2  1  1    0  0  2  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     458    0   424     0    0    33    34 1609   641     0  929    18
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  458    0   424     0    0    33    34 1609   641     0  929    18
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   458    0   424     0    0    33    34 1609   641     0  929    18
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  458    0   424     0    0    33    34 1609   641     0  929    18
PCE Adj:     1.00 1.00  1.00  1.00 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.:   504    0   424     0    0    33    34 1609   705     0  929    18
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 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 2.78  1.22  0.00 2.94  0.06
Final Sat.:  2850    0  1425     0    0  1425  1425 3963  1737     0 4194    81
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.18 0.00  0.30  0.00 0.00  0.02  0.02 0.41  0.41  0.00 0.22  0.22
Crit Vol:     252                      33        579           0
Crit Moves:  ****                     ****       ****        ****
*******************************************************************************
```

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Appendix B-4
LAX Crossfield Taxiway Project Draft EIR

Construction Vehicle Haul Routes and Distributions

September 2008

Prepared for:

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One World Way
Los Angeles, California 90045

Prepared by:

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List of Tables

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1. CONSTRUCTION VEHICLE DISTRIBUTIONS

Appendix B-4 provides vehicle distribution of construction trips expected to be using the different routes entering and exiting the study area for both the Crossfield Taxiway Project and the TBIT Reconfiguration Project. A description of each vehicle route is provided as well as the percentage of vehicles assumed to be distributed on each route by the type of construction vehicle. The construction vehicle routes considered for both projects include employee trips, employee shuttle trips between the construction employee parking lot along La Cienega Boulevard and the project site access, the delivery trucks to the staging area. Transfer truck trips for these other construction projects do not interact with the study area intersections.

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Table 1

Crossfield Taxiway Project/TBIT Reconfiguration Project -- Construction Vehicle Routes

From	To	Route[1]	Percentage of Trips[2]
Employees Entering the Study Area			
I-405 South	Construction Employee Lot[4]	I-405 NB to Century WB to La Cienega SB	23%
I-405 North	Construction Employee Lot[4]	I-405 SB to La Cienega SB	21%
I-105 East	Construction Employee Lot[4]	I-105 WB to Imperial WB to Aviation NB to 104th EB to La Cienega SB	32%
North Sepulveda[3]	Construction Employee Lot[4]	North Sepulveda to EB Century to SB La Cienega	6%
South Sepulveda	Construction Employee Lot[4]	South Sepulveda to EB Imperial to NB Aviation to EB 104th to SB La Cienega	5%
East Century	Construction Employee Lot[4]	East Century to SB La Cienega	3%
North La Cienega	Construction Employee Lot[4]	North La Cienega SB	1%
South La Cienega	Construction Employee Lot[4]	South La Cienega to WB Imperial to NB Aviation to EB 104th to SB La Cienega	0.1%
East Imperial	Construction Employee Lot[4]	East Imperial to NB Aviation to EB 104th to SB La Cienega	5%
West Imperial	Construction Employee Lot[4]	West Imperial to NB Aviation to EB 104th to SB La Cienega	0.03%
South Main	Construction Employee Lot[4]	South Main to EB Imperial to NB Aviation to EB 104th to SB La Cienega	0.1%
South Douglas/Nash	Construction Employee Lot[4]	South Douglas to EB Imperial to NB Aviation to EB 104th to SB La Cienega	1%
North Aviation	Construction Employee Lot[4]	North Aviation to EB Century to SB La Cienega	1%
South Aviation	Construction Employee Lot[4]	South Aviation to EB 104th to SB La Cienega	2%
East Lennox	Construction Employee Lot[4]	East Lennox to SB La Cienega to WB 111th to NB Aviation to EB 104th to SB La Cienega	0.1%
Employees Exiting the Study Area			
Construction Employee Lot[4]	I-405 South	La Cienega SB to I-405 SB Ramp	23%
Construction Employee Lot[4]	I-405 North	La Cienega SB to Imperial EB to I-405 NB Ramp	21%
Construction Employee Lot[4]	I-105 East	La Cienega SB to Imperial WB to I-105 EB Ramp	32%
Construction Employee Lot[4]	North Sepulveda [3]	La Cienega SB to WB 111th to NB Aviation to WB Century to NB Sepulveda	6%
Construction Employee Lot[4]	South Sepulveda	La Cienega SB to WB Imperial to SB Sepulveda	5%
Construction Employee Lot[4]	East Century	La Cienega SB to WB 111th to NB Aviation to EB Century	3%
Construction Employee Lot[4]	North La Cienega	La Cienega SB to WB 111th to NB Aviation to EB Century to NB La Cienega	1%
Construction Employee Lot[4]	South La Cienega	La Cienega SB	0.1%
Construction Employee Lot[4]	East Imperial	La Cienega SB to EB Imperial	5%
Construction Employee Lot[4]	West Imperial	La Cienega SB to WB Imperial	0.03%
Construction Employee Lot[4]	South Main	La Cienega SB to WB Imperial to SB Main	0.1%
Construction Employee Lot[4]	South Douglas/Nash	La Cienega SB to WB Imperial to SB Nash	1%
Construction Employee Lot[4]	North Aviation	La Cienega SB to WB 111th to NB Aviation	1%
Construction Employee Lot[4]	South Aviation	La Cienega SB to WB Imperial to SB Aviation	2%
Construction Employee Lot[4]	East Lennox	La Cienega SB to EB Lennox	0.1%
Shuttles Entering the Construction Site			
Construction Employee Lot[4]	Construction Site	La Cienega SB to Imperial WB to NB Pershing	100%

Table 1

Crossfield Taxiway Project/TBIT Reconfiguration Project -- Construction Vehicle Routes

From	To	Route[1]	Percentage of Trips[2]
Shuttles Exiting the Construction Site			
Construction Site	Construction Employee Lot[4]	Pershing SB to Imperial EB to Aviation NB to 104th EB to La Cienega SB	100%
Deliveries Entering the Construction Site			
I-405 South	Construction Site	I-405 NB to I-105 WB to Imperial to NB Pershing	30%
I-405 North	Construction Site	I-405 SB to I-105 WB to Imperial WB to NB Pershing	28%
I-105 East	Construction Site	I-105 WB to Imperial WB to NB Pershing	42%
Deliveries Exiting the Construction Site			
Construction Site	I-405 South	Pershing SB to Imperial EB to I-105 EB to I-405 SB	30%
Construction Site	I-405 North	Pershing SB to Imperial EB to I-105 EB to I-405 NB	28%
Construction Site	I-105 East	Pershing SB to Imperial EB to I-105 EB	42%

1 Construction approach routes provided by LAWA Ground Transportation Planning Section.
2 The percentage of trips were obtained from the estimated 2005 Regional Transportation Plan background population of the LAX Master Plan Supplement to the Draft EIR (Table S1).
3 Several roadways were combined with North Sepulveda Boulevard including Lincoln Boulevard, La Tijera Boulevard, and Manchester Boulevard.
4 The construction employee lot is located along La Cienega Boulevard immediately north of the public parking Lot B.

Source: LAWA Staff and Ricondo & Associates, Inc., April 2008.

Appendix C
LAX Crossfield Taxiway Project Draft EIR

Air Quality Data

September 2008

Prepared for:

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One World Way
Los Angeles, California 90045

Prepared by:

CDM
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Irvine, California 92617

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Attachments

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1. SUMMARY

This appendix provides additional data used to calculate emissions generated by construction equipment and airport-related sources.

1.1 Construction Emissions

This section provides additional data used to calculate emissions generated by off-road, on-road and on-site construction equipment and vehicles. **Table 1** provides the anticipated off-road equipment models, sizes (horsepower), load factors, and usage factors. Emission factors for these vehicles and equipment are included in **Tables 2** (for 2009) and **3** (for 2010). The various input data and calculated emission inventories for construction activities are contained in Attachment 1 to this appendix. Included in Attachment 1 are tables of:

- Peak daily, quarterly, and annual emission summaries;
- Equipment horsepower, load factors, operating hours, and emission factors;
- PM10 to PM2.5 conversion factors for various source types;
- Construction equipment exhaust CO, ROG, NOx, SO_2, PM10, PM2.5, and CO_2 emission inventories;
- On-road haul/delivery truck trip, worker car and shuttle bus travel emission inventories;
- Fugitive dust PM10 and PM2.5 emission inventories;
- Paving and painting (striping) ROG emission inventories; and
- Cumulative project emission inventories for nine on-airport construction projects occurring during the same period as the CFTP construction.

1.2 Operation Emissions

The data used to estimate the impact of operational emissions are included in **Tables 4 through 8**. **Tables 4 and 5** provide the daily and annual operations and taxi/idle times for arrivals and departures, respectively, without the CFTP. **Tables 6 and 7** provide the daily and annual operations and taxi/idle times for arrivals and departures, respectively, with the CFTP. **Table 8** summarizes the air pollutant emissions with and without the CFTP, and lists the emission reductions associated with the CFTP for each pollutant.

Table 1

Construction Equipment Category/Model, Fuel, Size, Load Factor and Usage Factor

Equipment Category	Equipment Model	Fuel	On-road/ Off-road	Rating (hp)	Load Factor	Usage Factor[1]
HHDD Vehicle, Diesel (33,001 to 60,000 lb)	10CY Ready Mix Truck	Diesel	On-road	350	0.59	0.85
Air Compressors	Air Compressor	Diesel	Off-road	85	0.53	0.85
Welders	Arc Welder	Diesel	Off-road	30	0.58	0.85
Pavers	Barber-Greene BG260C Paver	Diesel	Off-road	174	0.53	0.85
Graders	CAT 14H Motor Grader	Diesel	Off-road	220	0.58	0.85
Excavators	CAT 330C Excavator	Diesel	Off-road	247	0.58	0.85
Tractors/Loaders/Backhoes	CAT 428 Backhoe	Diesel	Off-road	83	0.575	0.85
Rubber Tired Loaders	CAT 966 Loader	Diesel	Off-road	235	0.465	0.85
Rubber Tired Loaders	CAT 988 Loader	Diesel	Off-road	475	0.465	0.85
Rollers	CAT CB 634D Roller	Diesel	Off-road	145	0.575	0.85
Plate Compactors	CAT CS 531D Compactor	Diesel	Off-road	145	0.575	0.85
Plate Compactors	CAT CS 583E Compactor	Diesel	Off-road	150	0.575	0.85
Rubber Tired Loaders	CAT IT 14G Loader	Diesel	Off-road	90	0.465	0.85
Rubber Tired Loaders	CAT PS 300 B Rubber Tire	Diesel	Off-road	99	0.575	0.85
Surfacing Equipment	CAT RM350B Reclaimer	Diesel	Off-road	500	0.78	0.85
HHDD Vehicle, Diesel (33,001 to 60,000 lb)	Concrete Pump Truck	Diesel	On-road	350	0.3	0.85
Crushing/Proc. Equipment	Crusher	Diesel	Off-road	450	0.66	0.85
Trenchers	Ditch Witch RT55 Trencher	Diesel	Off-road	60	0.575	0.85
HHDD Vehicle, Diesel (33,001 to 60,000 lb)	Flat Bed Truck	Diesel	On-road	200	0.3	0.85
HHDD Vehicle, Diesel (33,001 to 60,000 lb)	Fuel Truck	Diesel	On-road	170	0.3	0.85
Pavers	Gomaco GP-4000 Paver	Diesel	Off-road	450	0.53	0.85
Pavers	Gomaco RTP-500 Belt Paver	Diesel	Off-road	200	0.53	0.85
Paving Equipment	Gomaco TC-400 Cure/Texture Rig	Diesel	Off-road	70	0.575	0.85
Cranes	Grove Mobile Crane	Diesel	Off-road	160	0.43	0.85
Other General Industrial Equipment	Light Plant	Diesel	Off-road	15	0.9	0.85
HHDD Vehicle, Diesel (33,001 to 60,000 lb)	Mechanics Truck w/ Crane	Diesel	On-road	200	0.43	0.85
HHDD Vehicle, Diesel (33,001 to 60,000 lb)	Paint Truck	Diesel	On-road	175	0.43	0.85
Rollers	Sheepfoot Roller	Diesel	Off-road	232	0.575	0.85
HHDD Vehicle, Diesel (33,001 to 60,000 lb)	Tri-Axle Dump Truck	Diesel	On-road	350	0.59	0.85
HHDD Vehicle, Diesel (33,001 to 60,000 lb)	Truck w/ Silicon Pump	Diesel	On-road	200	0.59	0.85
HHDD Vehicle, Diesel (33,001 to 60,000 lb)	Truck/Tractor Low Boy	Diesel	On-road	400	0.59	0.85
Sweepers/Scrubbers	Vacuum Sweeper	Diesel	Off-road	170	0.58	0.85
HHDD Vehicle, Diesel (33,001 to 60,000 lb)	Water Truck	Diesel	On-road	230	0.3	0.85
Delivery Vehicle, Gas (>8500 lb)	1-Ton Truck w/ Lift	Gas	On-road	230	0.3	0.85
Delivery Vehicle, Gas (>8500 lb)	1-Ton Flatbed	Gas	On-road	200	0.3	0.85
Passenger Vehicle, Gas (<8500 lb)	Crew Van	Gas	On-road	180	0.2	0.85
Paving Equipment	Parking Lot Paint Machine	Gas	Off-road	50	0.7	0.85
Passenger Vehicle, Gas (<8500 lb)	Pickup, small	Gas	On-road	175	0.15	0.85
Passenger Vehicle, Gas (<8500 lb)	Pickup, large	Gas	On-road	230	0.15	0.85
Passenger Vehicle, Gas (<8500 lb)	SUV	Gas	On-road	240	0.15	0.85
Concrete/Industrial Saws	Walk Behind Saw	Gas	Off-road	10	0.9	0.85
Passenger Vehicle, Gas (<8500 lb)	Commute Vehicle	Gas	On-road	125	0.15	0.85

[1] Usage factor assumes 10 hour shift includes 1.5 hours of down time for meals and breaks.

Source: HNTB 2008, SCAQMD 1993.

Table 2

Off-Road and On-Road Construction Equipment Emission Factors for 2009

Equipment Model	CO EF (lb/mi) or (lb/hp-hr)	ROG EF (lb/mi) or (lb/hp-hr)	NOx EF (lb/mi) or (lb/hp-hr)	SOx EF (lb/mi) or (lb/hp-hr)	PM10 EF (lb/mi) or (lb/hp-hr)	PM2.5 EF (lb/mi) or (lb/hp-hr)	CO_2 EF (lb/mi) or (lb/hp-hr)
10CY Ready Mix Truck	0.0128	0.0033	0.0418	0.0000401	0.0028	0.0019	4.2108
Air Compressor	0.0058	0.0019	0.0114	0.0000118	0.0007	0.0006	1.0079
Arc Welder	0.0063	0.0021	0.0109	0.0000120	0.0007	0.0007	0.9797
Barber-Greene BG260C Paver	0.0070	0.0024	0.0124	0.0000121	0.0008	0.0008	1.0376
CAT 14H Motor Grader	0.0064	0.0021	0.0119	0.0000119	0.0008	0.0007	1.0663
CAT 330C Excavator	0.0054	0.0017	0.0099	0.0000114	0.0006	0.0006	0.9930
CAT 428 Backhoe	0.0067	0.0021	0.0127	0.0000156	0.0007	0.0007	1.3267
CAT 966 Loader	0.0061	0.0020	0.0117	0.0000123	0.0007	0.0006	1.0902
CAT 988 Loader	0.0061	0.0020	0.0117	0.0000123	0.0007	0.0006	1.0902
CAT CB 634D Roller	0.0055	0.0017	0.0094	0.0000109	0.0006	0.0005	0.9031
CAT CS 531D Compactor	0.0041	0.0008	0.0050	0.0000104	0.0003	0.0003	0.6688
CAT CS 583E Compactor	0.0041	0.0008	0.0050	0.0000104	0.0003	0.0003	0.6688
CAT IT 14G Loader	0.0061	0.0020	0.0117	0.0000123	0.0007	0.0006	1.0902
CAT PS 300 B Rubber Tire	0.0061	0.0020	0.0117	0.0000123	0.0007	0.0006	1.0902
CAT RM350B Reclaimer	0.0050	0.0015	0.0102	0.0000104	0.0006	0.0005	0.9348
Concrete Pump Truck	0.0128	0.0033	0.0418	0.0000401	0.0028	0.0019	4.2108
Crusher	0.0055	0.0019	0.0105	0.0000106	0.0006	0.0006	0.9469
Ditch Witch RT55 Trencher	0.0069	0.0021	0.0122	0.0000132	0.0007	0.0007	1.1150
Flat Bed Truck	0.0128	0.0033	0.0418	0.0000401	0.0028	0.0019	4.2108
Fuel Truck	0.0128	0.0033	0.0418	0.0000401	0.0028	0.0019	4.2108
Gomaco GP-4000 Paver	0.0070	0.0024	0.0124	0.0000121	0.0008	0.0008	1.0376
Gomaco RTP-500 Belt Paver	0.0070	0.0024	0.0124	0.0000121	0.0008	0.0008	1.0376
Gomaco TC-400 Cure/Texture Rig	0.0067	0.0024	0.0112	0.0000113	0.0008	0.0007	0.9450
Grove Mobile Crane	0.0058	0.0020	0.0103	0.0000099	0.0007	0.0006	0.8806
Light Plant	0.0047	0.0015	0.0094	0.0000099	0.0005	0.0005	0.8524
Mechanics Truck w/ Crane	0.0128	0.0033	0.0418	0.0000401	0.0028	0.0019	4.2108
Paint Truck	0.0128	0.0033	0.0418	0.0000401	0.0028	0.0019	4.2108
Sheepfoot Roller	0.0055	0.0017	0.0094	0.0000109	0.0006	0.0005	0.9031
Tri-Axle Dump Truck	0.0128	0.0033	0.0418	0.0000401	0.0028	0.0019	4.2108
Truck w/ Silicon Pump	0.0128	0.0033	0.0418	0.0000401	0.0028	0.0019	4.2108
Truck/Tractor Low Boy	0.0128	0.0033	0.0418	0.0000401	0.0028	0.0019	4.2108
Vacuum Sweeper	0.0066	0.0020	0.0103	0.0000133	0.0007	0.0006	1.0488
Water Truck	0.0128	0.0033	0.0418	0.0000401	0.0028	0.0019	4.2108
1-Ton Truck w/ Lift	0.0202	0.0028	0.0224	0.0000268	0.0016	0.0008	2.7233
1-Ton Flatbed	0.0202	0.0028	0.0224	0.0000268	0.0016	0.0008	2.7233
Crew Van	0.0097	0.0010	0.0010	0.0000107	0.0009	0.0002	1.0976
Parking Lot Paint Machine	0.0067	0.0024	0.0112	0.0000113	0.0008	0.0007	0.9450
Pickup, small	0.0097	0.0010	0.0010	0.0000107	0.0009	0.0002	1.0976
Pickup, large	0.0097	0.0010	0.0010	0.0000107	0.0009	0.0002	1.0976
SUV	0.0097	0.0010	0.0010	0.0000107	0.0009	0.0002	1.0976
Walk Behind Saw	0.0064	0.0020	0.0099	0.0000115	0.0007	0.0007	0.9578
Commute Vehicle	0.0097	0.0010	0.0010	0.0000107	0.0009	0.0002	1.0976

Source: SCAQMD, 2008.

Table 3

Off-Road and On-Road Construction Equipment Emission Factors for 2010

Equipment Model	CO EF (lb/mi) or (lb/hp-hr)	ROG EF (lb/mi) or (lb/hp-hr)	NOx EF (lb/mi) or (lb/hp-hr)	SOx EF (lb/mi) or (lb/hp-hr)	PM10 EF (lb/mi) or (lb/hp-hr)	PM2.5 EF (lb/mi) or (lb/hp-hr)	CO_2 EF (lb/mi) or (lb/hp-hr)
10CY Ready Mix Truck	0.0120	0.0030	0.0382	0.0000413	0.0026	0.0017	4.2112
Air Compressor	0.0056	0.0018	0.0110	0.0000118	0.0006	0.0006	1.0079
Arc Welder	0.0061	0.0020	0.0105	0.0000120	0.0007	0.0006	0.9797
Barber-Greene BG260C Paver	0.0068	0.0023	0.0119	0.0000121	0.0008	0.0007	1.0376
CAT 14H Motor Grader	0.0062	0.0020	0.0113	0.0000119	0.0007	0.0007	1.0663
CAT 330C Excavator	0.0053	0.0016	0.0093	0.0000114	0.0006	0.0005	0.9930
CAT 428 Backhoe	0.0065	0.0020	0.0120	0.0000156	0.0007	0.0006	1.3267
CAT 966 Loader	0.0059	0.0019	0.0112	0.0000123	0.0006	0.0006	1.0902
CAT 988 Loader	0.0059	0.0019	0.0112	0.0000123	0.0006	0.0006	1.0902
CAT CB 634D Roller	0.0054	0.0016	0.0091	0.0000109	0.0006	0.0005	0.9031
CAT CS 531D Compactor	0.0041	0.0008	0.0049	0.0000104	0.0002	0.0002	0.6688
CAT CS 583E Compactor	0.0041	0.0008	0.0049	0.0000104	0.0002	0.0002	0.6688
CAT IT 14G Loader	0.0059	0.0019	0.0112	0.0000123	0.0006	0.0006	1.0902
CAT PS 300 B Rubber Tire	0.0059	0.0019	0.0112	0.0000123	0.0006	0.0006	1.0902
CAT RM350B Reclaimer	0.0048	0.0014	0.0097	0.0000104	0.0005	0.0005	0.9348
Concrete Pump Truck	0.0120	0.0030	0.0382	0.0000413	0.0026	0.0017	4.2112
Crusher	0.0053	0.0018	0.0101	0.0000106	0.0006	0.0006	0.9469
Ditch Witch RT55 Trencher	0.0067	0.0020	0.0118	0.0000132	0.0007	0.0006	1.1150
Flat Bed Truck	0.0120	0.0030	0.0382	0.0000413	0.0026	0.0017	4.2112
Fuel Truck	0.0120	0.0030	0.0382	0.0000413	0.0026	0.0017	4.2112
Gomaco GP-4000 Paver	0.0068	0.0023	0.0119	0.0000121	0.0008	0.0007	1.0376
Gomaco RTP-500 Belt Paver	0.0068	0.0023	0.0119	0.0000121	0.0008	0.0007	1.0376
Gomaco TC-400 Cure/Texture Rig	0.0065	0.0023	0.0108	0.0000113	0.0008	0.0007	0.9450
Grove Mobile Crane	0.0056	0.0019	0.0098	0.0000099	0.0006	0.0006	0.8806
Light Plant	0.0046	0.0014	0.0090	0.0000099	0.0005	0.0005	0.8524
Mechanics Truck w/ Crane	0.0120	0.0030	0.0382	0.0000413	0.0026	0.0017	4.2112
Paint Truck	0.0120	0.0030	0.0382	0.0000413	0.0026	0.0017	4.2112
Sheepfoot Roller	0.0054	0.0016	0.0091	0.0000109	0.0006	0.0005	0.9031
Tri-Axle Dump Truck	0.0120	0.0030	0.0382	0.0000413	0.0026	0.0017	4.2112
Truck w/ Silicon Pump	0.0120	0.0030	0.0382	0.0000413	0.0026	0.0017	4.2112
Truck/Tractor Low Boy	0.0120	0.0030	0.0382	0.0000413	0.0026	0.0017	4.2112
Vacuum Sweeper	0.0065	0.0019	0.0098	0.0000133	0.0006	0.0006	1.0488
Water Truck	0.0120	0.0030	0.0382	0.0000413	0.0026	0.0017	4.2112
1-Ton Truck w/ Lift	0.0184	0.0026	0.0206	0.0000270	0.0016	0.0008	2.7322
1-Ton Flatbed	0.0184	0.0026	0.0206	0.0000270	0.0016	0.0008	2.7322
Crew Van	0.0083	0.0009	0.0009	0.0000108	0.0009	0.0002	1.0957
Parking Lot Paint Machine	0.0065	0.0023	0.0108	0.0000113	0.0008	0.0007	0.9450
Pickup, small	0.0083	0.0009	0.0009	0.0000108	0.0009	0.0002	1.0957
Pickup, large	0.0083	0.0009	0.0009	0.0000108	0.0009	0.0002	1.0957
SUV	0.0083	0.0009	0.0009	0.0000108	0.0009	0.0002	1.0957
Walk Behind Saw	0.0063	0.0019	0.0095	0.0000115	0.0007	0.0006	0.9578
Commute Vehicle	0.0083	0.0009	0.0009	0.0000108	0.0009	0.0002	1.0957

Source: SCAQMD, 2008.

Table 4

All Weather Average Arrival Taxi/Idle Times Without CFTP by Runway

Runway	Aircraft	Unimpeded Arrival Taxi Time (sec)	Arrival Delay (sec)	Total Arrival Taxi/Idle Time (min)	Average Daily Arrivals	Annual Arrivals
24L	319	324.01	52.01	6.27	2.26	776
24L	320	379.50	8.50	6.47	0.39	135
24L	321	354.50	82.94	7.29	2.61	895
24L	717	285.00	0.00	4.75	0.20	67
24L	733	365.64	50.59	6.94	6.55	2,246
24L	734	249.91	7.97	4.30	0.94	321
24L	73G	289.00	0.00	4.82	0.74	254
24L	744	372.58	6.08	6.31	2.81	963
24L	777	355.00	0.00	5.92	0.20	67
24L	DH4	394.00	0.00	6.57	0.20	67
24L	EM2	625.21	32.60	10.96	2.07	709
24L	ERD	354.53	3.88	5.97	1.87	642
24L	M83	266.00	0.00	4.43	0.20	67
24L	SF3	335.69	25.66	6.02	1.13	388
24R	319	349.42	77.86	7.12	29.93	10,269
24R	320	403.81	116.02	8.66	26.93	9,241
24R	321	399.59	145.16	9.08	6.39	2,192
24R	332	438.82	130.79	9.49	1.00	343
24R	717	346.52	60.37	6.78	4.80	1,648
24R	727	759.00	0.00	12.65	0.06	22
24R	733	383.41	129.61	8.55	121.39	41,648
24R	734	364.28	105.91	7.84	9.13	3,132
24R	735	353.68	209.40	9.38	3.06	1,051
24R	739	322.81	114.07	7.28	6.87	2,357
24R	73G	451.93	83.21	8.92	3.26	1,119
24R	73H	303.59	734.53	17.30	4.00	1,372
24R	744	417.24	130.98	9.14	29.19	10,016
24R	752	492.04	114.57	10.11	13.46	4,617
24R	753	457.20	116.91	9.57	10.52	3,610
24R	763	437.08	69.95	8.45	7.26	2,491
24R	777	409.20	75.23	8.07	3.80	1,305
24R	A34	471.67	1,610.54	34.70	7.00	2,402
24R	BE5	793.02	249.65	17.38	1.00	343
24R	CNA	756.59	289.91	17.44	1.80	619
24R	CR7	446.15	23.40	7.83	1.67	575
24R	CRJ	628.89	48.45	11.29	3.72	1,275
24R	D9S	342.73	12.14	5.91	3.00	1,029
24R	DH4	351.60	105.11	7.61	10.80	3,707
24R	EM2	620.61	100.36	12.02	37.04	12,708
24R	ERD	378.68	70.32	7.48	8.72	2,990
24R	HS1	780.41	166.32	15.78	0.26	90
24R	LEA	745.00	0.00	12.42	0.74	254
24R	M83	413.82	102.99	8.61	10.74	3,684
24R	M88	313.40	97.85	6.85	1.06	365
24R	MD1	748.00	39.43	13.12	0.26	90
24R	SF3	341.83	79.21	7.02	21.93	7,525
24R	SW4	622.00	216.00	13.97	0.06	22
25L	300	258.88	10.91	4.50	4.80	1,648
25L	319	331.57	230.76	9.37	14.06	4,826
25L	320	330.54	277.47	10.13	32.61	11,187
25L	727	290.07	54.58	5.74	2.94	1,007
25L	733	334.02	355.86	11.50	11.06	3,796
25L	734	395.16	202.77	9.97	1.94	664
25L	735	338.82	214.71	9.23	5.94	2,036
25L	737	227.61	0.00	3.79	1.00	343
25L	739	322.57	57.70	6.34	3.13	1,074

Table 4

All Weather Average Arrival Taxi/Idle Times Without CFTP by Runway

Runway	Aircraft	Unimpeded Arrival Taxi Time (sec)	Arrival Delay (sec)	Total Arrival Taxi/Idle Time (min)	Average Daily Arrivals	Annual Arrivals
25L	73G	302.75	321.55	10.41	3.33	1,141
25L	73H	273.92	248.05	8.70	19.45	6,675
25L	742	172.33	2.96	2.92	3.00	1,029
25L	744	345.19	152.00	8.29	12.80	4,392
25L	752	299.93	248.32	9.14	69.39	23,806
25L	753	345.27	247.18	9.87	3.74	1,283
25L	762	267.84	216.20	8.07	14.87	5,101
25L	763	292.04	259.99	9.20	25.41	8,719
25L	764	335.86	663.85	16.66	9.00	3,088
25L	777	379.57	333.26	11.88	5.85	2,006
25L	A31	208.24	0.00	3.47	1.00	343
25L	A34	691.38	908.88	26.67	2.00	686
25L	BE5	133.00	0.00	2.22	2.00	686
25L	C21	133.00	0.00	2.22	1.00	343
25L	C55	133.00	0.00	2.22	1.00	343
25L	CL6	133.00	0.00	2.22	4.61	1,581
25L	CNA	133.00	0.00	2.22	0.46	157
25L	CR7	345.09	242.22	9.79	6.65	2,282
25L	CRJ	365.67	254.88	10.34	33.76	11,582
25L	D9S	246.75	109.16	5.93	4.87	1,670
25L	DC1	250.03	0.00	4.17	6.26	2,148
25L	DC8	405.00	0.00	6.75	1.00	343
25L	EM2	281.18	189.46	7.84	57.17	19,616
25L	ERD	313.65	182.29	8.27	5.22	1,790
25L	FAL	133.00	0.00	2.22	2.00	686
25L	GAS	236.00	0.00	3.93	0.52	179
25L	GII	133.00	0.00	2.22	3.00	1,029
25L	GIV	133.00	0.55	2.23	4.26	1,462
25L	HS1	133.00	0.00	2.22	2.26	776
25L	LEA	135.07	0.00	2.25	2.06	708
25L	M83	288.24	322.28	10.18	27.35	9,383
25L	M87	242.48	12.56	4.25	1.00	343
25L	M88	278.60	315.64	9.90	10.00	3,431
25L	MD1	299.46	986.25	21.43	8.74	2,998
25L	MD9	314.69	3.14	5.30	1.61	552
25L	MU3	133.00	0.00	2.22	4.06	1,395
25L	SD3	65.00	0.00	1.08	1.00	343
25L	SF3	285.58	333.21	10.31	19.93	6,839
25L	SW4	65.00	0.00	1.08	1.94	664
25R	300	442.00	333.00	12.92	0.20	67
25R	319	195.82	25.68	3.69	3.74	1,284
25R	320	126.71	7.44	2.24	5.07	1,739
25R	733	331.41	104.69	7.27	3.00	1,030
25R	73G	140.87	11.36	2.54	1.67	575
25R	73H	105.62	63.36	2.82	3.55	1,216
25R	744	298.41	44.90	5.72	3.20	1,097
25R	752	133.94	8.16	2.37	9.16	3,142
25R	753	134.00	0.00	2.23	0.74	254
25R	762	164.95	0.00	2.75	1.13	388
25R	763	131.87	86.95	3.65	1.33	456
25R	777	180.95	51.81	3.88	3.15	1,082
25R	CL6	269.50	178.50	7.47	0.39	135
25R	CNA	182.00	460.00	10.70	0.74	254
25R	CR7	148.24	0.00	2.47	1.67	575
25R	CRJ	187.28	13.32	3.34	4.53	1,553
25R	D9S	252.48	375.81	10.47	1.13	388
25R	DC1	487.00	258.00	12.42	0.74	254

Table 4

All Weather Average Arrival Taxi/Idle Times Without CFTP by Runway

Runway	Aircraft	Unimpeded Arrival Taxi Time (sec)	Arrival Delay (sec)	Total Arrival Taxi/Idle Time (min)	Average Daily Arrivals	Annual Arrivals
25R	EM2	168.95	3.03	2.87	4.72	1,620
25R	ERD	165.00	0.00	2.75	0.20	67
25R	GAS	331.50	809.50	19.02	1.48	507
25R	GIV	224.00	741.00	16.08	0.74	254
25R	HS1	253.50	468.50	12.03	1.48	507
25R	LEA	223.00	919.00	19.03	0.20	67
25R	M83	141.23	147.94	4.82	1.72	590
25R	M88	126.92	0.00	2.12	0.94	321
25R	MD9	135.50	0.00	2.26	0.39	135
25R	MU3	205.26	246.00	7.52	0.94	321
25R	SF3	179.89	6.05	3.10	3.00	1,030
					Total Daily Arrivals	**935**
					Total Annual Arrivals	**320,798**
				All-Weather Average Arrival Taxi/Idle Time (min)		**8.82**

Source: CDM, 2008.

Table 5

All Weather Average Departure Taxi/Idle Times Without CFTP by Runway

Runway	Aircraft	Unimpeded Departure Taxi Time (sec)	Departure Delay (sec)	Total Departure Taxi/Idle Time (min)	Average Daily Departures	Annual Departures
24L	319	291.05	97.33	6.47	33.54	11,509
24L	320	385.73	105.91	8.19	33.26	11,412
24L	321	254.59	112.75	6.12	9.00	3,088
24L	332	373.00	0.00	6.22	0.06	22
24L	717	283.51	71.49	5.92	5.00	1,715
24L	733	275.99	101.54	6.29	126.85	43,522
24L	734	314.70	80.09	6.58	9.20	3,155
24L	735	474.50	247.74	12.04	4.67	1,603
24L	739	331.15	160.47	8.19	8.94	3,066
24L	73G	545.99	140.41	11.44	3.26	1,119
24L	73H	377.52	25.16	6.71	5.00	1,715
24L	744	532.51	240.00	12.88	6.67	2,290
24L	752	308.59	112.44	7.02	8.48	2,909
24L	753	299.84	101.71	6.69	9.00	3,088
24L	763	307.28	72.09	6.32	3.00	1,029
24L	764	626.63	3.95	10.51	1.00	343
24L	777	671.51	148.01	13.66	4.00	1,372
24L	A34	601.76	118.28	12.00	3.00	1,029
24L	CR7	551.74	215.09	12.78	4.13	1,417
24L	CRJ	584.70	146.63	12.19	14.58	5,004
24L	D9S	456.49	245.15	11.69	5.54	1,902
24L	DH4	339.97	53.32	6.55	9.06	3,110
24L	EM2	552.97	105.31	10.97	37.39	12,830
24L	ERD	432.54	161.75	9.90	6.87	2,357
24L	M83	430.89	108.39	8.99	17.06	5,855
24L	M87	572.93	96.36	11.15	1.74	597
24L	M88	446.33	341.29	13.13	2.00	686
24L	MD9	649.32	158.29	13.46	2.00	686
24L	SF3	388.56	108.90	8.29	22.48	7,712
24R	319	272.71	315.48	9.80	0.46	157
24R	320	374.00	2,739.00	51.88	0.06	22
24R	733	313.51	259.87	9.56	7.87	2,700
24R	734	415.32	201.91	10.29	2.80	962
24R	735	260.87	20.02	4.68	0.94	321
24R	739	378.00	703.00	18.02	0.06	22
24R	DH4	458.29	632.97	18.19	1.94	664
24R	EM2	621.32	214.37	13.93	4.41	1,514
24R	M83	372.74	541.99	15.25	0.26	90
24R	SF3	454.92	367.57	13.71	2.20	754
25L	300	108.19	31.09	2.32	5.87	2,014
25L	727	294.86	134.85	7.16	2.94	1,007
25L	737	174.00	187.55	6.03	1.00	343
25L	742	216.15	82.58	4.98	3.94	1,350
25L	744	186.07	114.65	5.01	5.26	1,805
25L	752	802.84	261.65	17.74	1.00	343
25L	763	413.28	314.42	12.13	3.00	1,029
25L	BE5	174.00	0.00	2.90	1.00	343
25L	C21	174.00	206.73	6.35	1.00	343
25L	C55	174.00	146.42	5.34	1.00	343
25L	CL6	174.00	277.23	7.52	5.00	1,715
25L	CNA	174.00	115.99	4.83	2.80	962
25L	D9S	315.00	38.64	5.89	1.00	343
25L	DC1	117.75	146.69	4.41	6.48	2,223
25L	DC8	114.00	151.69	4.43	1.00	343
25L	EM2	359.34	228.80	9.80	12.70	4,357

Table 5

All Weather Average Departure Taxi/Idle Times Without CFTP by Runway

Runway	Aircraft	Unimpeded Departure Taxi Time (sec)	Departure Delay (sec)	Total Departure Taxi/Idle Time (min)	Average Daily Departures	Annual Departures
25L	ERD	565.00	662.00	20.45	0.06	22
25L	FAL	174.00	609.47	13.06	2.00	686
25L	GAS	144.00	74.63	3.64	2.00	686
25L	GII	174.00	178.69	5.88	3.00	1,029
25L	GIV	174.00	158.59	5.54	7.00	2,402
25L	HS1	174.00	200.65	6.24	3.26	1,119
25L	LEA	174.00	163.17	5.62	3.00	1,029
25L	MD1	108.01	102.42	3.51	6.94	2,380
25L	MU3	174.00	126.02	5.00	4.74	1,626
25L	SD3	315.00	41.45	5.94	1.00	343
25L	SF3	587.83	320.20	15.13	3.87	1,327
25L	SW4	315.00	41.81	5.95	1.00	343
25R	300	277.50	493.50	12.85	0.13	44
25R	319	583.44	146.93	12.17	15.00	5,146
25R	320	580.49	105.28	11.43	31.67	10,868
25R	332	763.50	131.30	14.91	0.94	321
25R	727	392.00	29.00	7.02	0.06	22
25R	733	469.28	62.45	8.86	7.28	2,498
25R	735	498.67	193.57	11.54	3.39	1,164
25R	739	508.34	175.84	11.40	1.00	343
25R	73G	690.24	139.70	13.83	6.74	2,312
25R	73H	546.90	180.19	12.12	22.00	7,548
25R	742	426.00	627.00	17.55	0.06	22
25R	744	844.93	152.48	16.62	33.06	11,344
25R	752	578.36	174.80	12.55	84.52	28,999
25R	753	614.14	175.71	13.16	5.00	1,715
25R	762	627.58	194.70	13.70	13.00	4,460
25R	763	597.49	177.81	12.92	29.00	9,950
25R	764	550.19	169.03	11.99	9.00	3,088
25R	777	623.89	185.64	13.49	9.00	3,088
25R	A34	1,144.11	55.68	20.00	5.00	1,715
25R	CNA	362.00	1,047.00	23.48	0.20	67
25R	CR7	421.14	53.78	7.92	5.87	2,014
25R	CRJ	331.06	129.98	7.68	27.42	9,406
25R	D9S	835.18	105.06	15.67	1.46	500
25R	DC1	292.18	435.83	12.13	0.52	178
25R	EM2	309.45	194.21	8.39	46.50	15,953
25R	ERD	520.08	80.57	10.01	9.07	3,111
25R	HS1	311.00	1,091.00	23.37	0.74	254
25R	M83	565.52	150.32	11.93	21.67	7,437
25R	M87	572.39	0.00	9.54	0.26	90
25R	M88	572.94	91.09	11.07	10.00	3,431
25R	MD1	821.63	222.34	17.40	1.06	365
25R	MU3	334.70	437.75	12.87	0.26	90
25R	SF3	549.16	239.53	13.14	17.46	5,990
				Total Daily Departures		**929**
				Total Annual Departures		**318,740**
				All-Weather Average Departure Taxi/Idle Time (min)		**9.77**

Source: CDM, 2008.

Table 6

All Weather Average Arrival Taxi/Idle Times With CFTP by Runway

Runway	Aircraft	Unimpeded Arrival Taxi Time (sec)	Arrival Delay (sec)	Total Arrival Taxi/Idle Time (min)	Average Daily Arrivals	Annual Arrivals
24L	319	339.63	49.72	6.49	2.07	709
24L	321	385.09	145.00	8.83	2.81	963
24L	733	387.40	91.59	7.98	5.76	1,977
24L	734	260.18	24.96	4.75	0.94	321
24L	73G	307.03	50.11	5.95	1.13	388
24L	73H	360.00	115.00	7.92	0.20	67
24L	744	414.84	0.00	6.91	2.81	963
24L	753	320.00	150.00	7.83	0.39	135
24L	A34	439.00	1,038.00	24.62	0.20	67
24L	DH4	288.50	0.00	4.81	0.39	135
24L	EM2	633.21	1.93	10.59	2.07	709
24L	ERD	350.98	1.19	5.87	1.87	642
24L	M83	347.50	7.50	5.92	0.39	135
24L	SF3	384.80	1.03	6.43	1.33	456
24R	319	353.08	99.71	7.55	30.52	10,471
24R	320	387.04	119.46	8.44	26.74	9,173
24R	321	357.05	72.06	7.15	6.19	2,125
24R	332	495.52	180.16	11.26	1.00	343
24R	717	350.11	80.63	7.18	5.00	1,715
24R	733	382.83	118.30	8.35	121.78	41,782
24R	734	325.67	93.14	6.98	9.13	3,132
24R	735	395.44	109.29	8.41	3.26	1,119
24R	739	343.56	58.65	6.70	7.06	2,424
24R	73G	443.21	117.71	9.35	2.61	895
24R	73H	367.99	642.08	16.83	3.87	1,327
24R	744	414.44	102.49	8.62	29.19	10,016
24R	752	488.05	109.58	9.96	13.26	4,549
24R	753	450.73	103.87	9.24	10.13	3,475
24R	763	433.47	70.79	8.40	7.26	2,491
24R	777	444.84	111.26	9.27	4.00	1,372
24R	A34	473.79	1,724.93	36.65	6.80	2,334
24R	BE5	750.18	280.75	17.18	1.00	343
24R	CNA	755.64	167.13	15.38	1.61	552
24R	CR7	488.60	45.60	8.90	2.20	754
24R	CRJ	668.97	70.84	12.33	4.11	1,410
24R	D9S	305.46	44.05	5.83	3.06	1,051
24R	DH4	328.63	104.71	7.22	10.61	3,639
24R	EM2	597.18	68.29	11.09	37.63	12,911
24R	ERD	393.66	90.62	8.07	8.72	2,990
24R	HS1	670.00	179.00	14.15	0.06	22
24R	LEA	763.00	155.00	15.30	0.74	254
24R	M83	370.58	118.39	8.15	10.41	3,572
24R	M87	569.00	74.00	10.72	0.06	22
24R	M88	397.35	143.08	9.01	1.13	387
24R	MD1	733.00	51.00	13.07	0.06	22
24R	SF3	370.00	56.52	7.11	21.74	7,458
24R	SW4	553.78	163.00	11.95	0.26	90
25L	300	279.85	0.00	4.66	4.80	1,648
25L	319	322.47	248.54	9.52	14.26	4,893
25L	320	331.52	223.16	9.24	33.39	11,456
25L	727	306.23	69.31	6.26	3.00	1,029
25L	733	320.22	341.20	11.02	10.87	3,729
25L	734	383.58	159.11	9.04	1.74	597
25L	735	330.15	141.67	7.86	5.35	1,834
25L	737	150.22	0.00	2.50	1.00	343
25L	739	345.03	189.14	8.90	2.94	1,007

Table 6

All Weather Average Arrival Taxi/Idle Times With CFTP by Runway

Runway	Aircraft	Unimpeded Arrival Taxi Time (sec)	Arrival Delay (sec)	Total Arrival Taxi/Idle Time (min)	Average Daily Arrivals	Annual Arrivals
25L	73G	305.33	477.30	13.04	3.19	1,096
25L	73H	276.34	237.46	8.56	19.39	6,653
25L	742	172.33	2.96	2.92	3.00	1,029
25L	744	334.44	309.19	10.73	13.78	4,729
25L	752	312.17	271.68	9.73	68.41	23,471
25L	753	351.39	255.05	10.11	3.74	1,283
25L	762	263.63	228.07	8.20	14.67	5,034
25L	763	287.38	245.24	8.88	25.41	8,719
25L	764	346.93	277.02	10.40	8.80	3,021
25L	777	298.66	292.14	9.85	5.85	2,006
25L	A31	210.20	0.00	3.50	1.00	343
25L	A34	730.19	508.56	20.65	2.00	686
25L	BE5	133.00	0.00	2.22	1.80	619
25L	C21	133.00	0.00	2.22	0.80	276
25L	C55	133.00	5.05	2.30	1.00	343
25L	CL6	133.85	0.00	2.23	5.00	1,715
25L	CNA	133.00	0.00	2.22	0.46	157
25L	CR7	314.33	128.61	7.38	6.13	2,103
25L	CRJ	360.46	235.19	9.93	34.54	11,852
25L	D9S	261.69	128.74	6.51	5.20	1,783
25L	DC1	236.64	0.00	3.94	6.26	2,148
25L	DC8	400.73	0.00	6.68	1.00	343
25L	EM2	283.39	143.63	7.12	57.17	19,615
25L	ERD	317.24	226.75	9.07	5.41	1,857
25L	FAL	133.00	0.00	2.22	1.80	619
25L	GAS	298.07	0.00	4.97	0.33	112
25L	GII	133.00	0.00	2.22	2.80	962
25L	GIV	133.00	0.00	2.22	4.06	1,395
25L	HS1	133.00	0.00	2.22	2.26	776
25L	LEA	133.00	0.00	2.22	2.06	708
25L	M83	287.13	260.90	9.13	27.87	9,562
25L	M87	298.51	132.98	7.19	0.94	321
25L	M88	267.45	212.61	8.00	9.74	3,341
25L	MD1	296.86	6.76	5.06	8.54	2,931
25L	MD9	283.38	171.95	7.59	1.80	619
25L	MU3	133.00	0.00	2.22	4.06	1,395
25L	SD3	65.00	0.00	1.08	1.00	343
25L	SF3	296.36	210.42	8.45	20.33	6,974
25L	SW4	65.00	0.00	1.08	1.74	597
25R	300	176.00	0.00	2.93	0.20	67
25R	319	138.39	30.95	2.82	3.15	1,082
25R	320	162.77	1.37	2.74	4.87	1,672
25R	733	306.64	161.88	7.81	3.59	1,232
25R	734	288.00	0.00	4.80	0.20	67
25R	735	172.50	34.50	3.45	0.39	135
25R	73G	205.34	40.72	4.10	2.07	709
25R	73H	121.72	7.59	2.16	3.55	1,216
25R	744	266.67	0.00	4.44	2.22	761
25R	752	128.09	10.99	2.32	10.33	3,546
25R	753	168.00	224.00	6.53	0.74	254
25R	762	166.54	0.00	2.78	1.33	456
25R	763	156.39	0.00	2.61	1.33	456
25R	764	65.00	0.00	1.08	0.20	67
25R	777	192.13	22.24	3.57	3.15	1,082
25R	BE5	260.00	62.00	5.37	0.20	67
25R	C21	227.00	163.00	6.50	0.20	67
25R	CNA	222.06	252.56	7.91	0.94	321
25R	CR7	148.72	0.00	2.48	1.67	575

Table 6

All Weather Average Arrival Taxi/Idle Times With CFTP by Runway

Runway	Aircraft	Unimpeded Arrival Taxi Time (sec)	Arrival Delay (sec)	Total Arrival Taxi/Idle Time (min)	Average Daily Arrivals	Annual Arrivals
25R	CRJ	213.56	4.41	3.63	3.35	1,149
25R	D9S	188.00	294.00	8.03	0.74	254
25R	DC1	395.00	648.00	17.38	0.74	254
25R	EM2	162.09	9.20	2.85	4.13	1,418
25R	FAL	275.00	571.00	14.10	0.20	67
25R	GAS	365.19	305.24	11.17	1.67	575
25R	GII	209.00	0.00	3.48	0.20	67
25R	GIV	236.63	309.21	9.10	0.94	321
25R	HS1	285.50	403.83	11.49	1.67	575
25R	LEA	190.00	106.00	4.93	0.20	67
25R	M83	125.43	123.59	4.15	1.33	456
25R	M88	140.79	26.53	2.79	1.13	388
25R	MD1	476.50	72.00	9.14	0.39	135
25R	MD9	93.00	0.00	1.55	0.20	67
25R	MU3	237.16	852.69	18.16	0.94	321
25R	SF3	195.79	0.00	3.26	2.61	895
					Total Daily Arrivals	**935**
					Total Annual Arrivals	**320,798**
				All-Weather Average Arrival Taxi/Idle Time (min)		**8.41**

Source: CDM, 2008.

Table 7

All Weather Average Departure Taxi/Idle Times With CFTP by Runway

Runway	Aircraft	Unimpeded Departure Taxi Time (sec)	Departure Delay (sec)	Total Departure Taxi/Idle Time (min)	Average Daily Departures	Annual Departures
24L	319	307.05	90.67	6.63	33.48	11,486
24L	320	354.22	83.05	7.29	31.19	10,703
24L	321	265.59	83.64	5.82	9.00	3,088
24L	332	405.00	100.00	8.42	0.06	22
24L	717	287.15	94.92	6.37	5.00	1,715
24L	733	278.55	96.85	6.26	129.48	44,425
24L	734	325.86	65.88	6.53	9.94	3,410
24L	735	396.87	129.30	8.77	3.59	1,231
24L	739	326.42	104.52	7.18	8.74	2,998
24L	73G	507.58	69.95	9.63	2.80	962
24L	73H	373.21	47.59	7.01	5.00	1,715
24L	744	537.57	259.94	13.29	7.13	2,446
24L	752	287.18	115.63	6.71	8.48	2,909
24L	753	329.46	57.44	6.45	9.00	3,088
24L	763	353.16	32.67	6.43	3.00	1,029
24L	764	547.67	69.48	10.29	1.00	343
24L	777	692.85	144.38	13.95	3.94	1,350
24L	A34	668.90	213.55	14.71	3.00	1,029
24L	CR7	559.79	234.48	13.24	4.13	1,417
24L	CRJ	589.35	147.87	12.29	13.11	4,497
24L	D9S	509.19	55.79	9.42	6.80	2,334
24L	DH4	349.00	58.04	6.78	9.54	3,274
24L	EM2	532.67	88.47	10.35	40.68	13,956
24L	ERD	423.40	113.14	8.94	5.35	1,834
24L	M83	420.22	64.61	8.08	17.65	6,056
24L	M87	560.45	105.07	11.09	1.13	388
24L	M88	397.82	249.77	10.79	2.06	708
24L	MD9	570.24	90.98	11.02	2.00	686
24L	SF3	382.24	96.40	7.98	22.35	7,668
24R	319	356.18	346.23	11.71	1.26	433
24R	733	310.43	401.37	11.86	4.85	1,662
24R	734	444.72	286.91	12.19	2.06	708
24R	735	288.00	0.00	4.80	0.74	254
24R	739	395.61	470.08	14.43	0.26	90
24R	73G	423.00	76.00	8.32	0.20	67
24R	DH4	405.98	420.98	13.78	1.26	433
24R	EM2	631.84	368.87	16.68	3.06	1,051
24R	SF3	451.17	441.48	14.88	1.59	544
25L	300	101.21	52.59	2.56	5.80	1,991
25L	727	262.08	80.26	5.71	2.94	1,007
25L	737	167.00	166.98	5.57	1.00	343
25L	742	209.15	107.06	5.27	3.94	1,350
25L	744	181.07	60.96	4.03	5.13	1,761
25L	752	670.13	577.00	20.79	1.00	343
25L	763	331.10	247.67	9.65	3.00	1,029
25L	BE5	167.00	0.00	2.78	1.00	343
25L	C21	167.00	150.41	5.29	1.00	343
25L	C55	167.00	63.71	3.85	0.94	321
25L	CL6	167.00	187.73	5.91	4.94	1,693
25L	CNA	167.00	159.88	5.45	2.94	1,007
25L	D9S	308.00	55.25	6.05	1.00	343
25L	DC1	110.14	101.32	3.52	6.87	2,357
25L	DC8	107.00	162.78	4.50	1.00	343
25L	EM2	343.25	169.14	8.54	15.17	5,206
25L	ERD	579.00	53.00	10.53	0.20	67

Table 7

All Weather Average Departure Taxi/Idle Times With CFTP by Runway

Runway	Aircraft	Unimpeded Departure Taxi Time (sec)	Departure Delay (sec)	Total Departure Taxi/Idle Time (min)	Average Daily Departures	Annual Departures
25L	FAL	167.00	142.99	5.17	2.00	686
25L	GAS	137.00	38.14	2.92	2.00	686
25L	GII	167.00	177.40	5.74	3.00	1,029
25L	GIV	167.00	137.26	5.07	7.00	2,402
25L	HS1	167.00	118.08	4.75	3.20	1,097
25L	LEA	167.00	389.00	9.27	3.00	1,029
25L	MD1	101.00	121.56	3.71	7.00	2,402
25L	MU3	167.00	70.75	3.96	5.00	1,715
25L	SD3	308.00	11.54	5.33	1.00	343
25L	SF3	565.40	216.81	13.04	4.26	1,462
25L	SW4	308.00	0.00	5.13	1.00	343
25R	300	371.00	670.00	17.35	0.20	67
25R	319	586.26	145.88	12.20	14.26	4,893
25R	320	588.47	81.55	11.17	33.81	11,599
25R	332	766.75	42.24	13.48	0.94	321
25R	727	180.00	76.00	4.27	0.06	22
25R	733	452.31	61.37	8.56	7.67	2,633
25R	735	503.76	133.41	10.62	4.67	1,604
25R	739	522.60	155.68	11.30	1.00	343
25R	73G	711.48	123.14	13.91	7.00	2,402
25R	73H	551.09	146.16	11.62	22.00	7,548
25R	742	428.00	602.00	17.17	0.06	22
25R	744	840.51	170.26	16.85	32.74	11,233
25R	752	567.30	152.14	11.99	84.52	28,999
25R	753	597.87	85.12	11.38	5.00	1,715
25R	762	596.08	190.40	13.11	13.00	4,460
25R	763	588.45	129.03	11.96	29.00	9,950
25R	764	527.50	95.84	10.39	9.00	3,088
25R	777	617.65	172.97	13.18	9.06	3,110
25R	A34	1,126.68	73.10	20.00	5.00	1,715
25R	C55	274.00	277.00	9.18	0.06	22
25R	CL6	263.00	188.00	7.52	0.06	22
25R	CNA	263.00	73.00	5.60	0.06	22
25R	CR7	425.04	49.53	7.91	5.87	2,014
25R	CRJ	339.17	76.62	6.93	28.89	9,913
25R	D9S	763.00	104.00	14.45	0.20	67
25R	DC1	268.50	600.50	14.48	0.13	44
25R	DH4	798.00	166.00	16.07	0.20	67
25R	EM2	302.09	178.43	8.01	42.09	14,440
25R	ERD	526.13	51.60	9.63	10.46	3,588
25R	HS1	303.26	1,096.86	23.34	0.80	276
25R	M83	577.29	96.93	11.24	21.35	7,325
25R	M87	625.74	83.17	11.82	0.87	298
25R	M88	556.39	112.34	11.15	9.94	3,409
25R	MD1	892.86	68.78	16.03	1.00	343
25R	SF3	548.52	194.26	12.38	17.80	6,108
				Total Daily Departures		**929**
				Total Annual Departures		**318,740**
				All-Weather Average Departure Taxi/Idle Time (min)		**9.34**

Source: CDM, 2008.

Table 8

Total Operational Emission Reductions for CFTP

Pollutant	Total Taxi/Idle Emissions Without CFTP (tpy)	Total Taxi/Idle Emissions With CFTP (tpy)	Reductions With CFTP (tpy)
CO	2,398.08	2,313.41	84.67
ROG	330.48	206.21	124.27
NO_X	496.08	479.90	16.17
SO_X	154.10	148.73	5.37
PM10	28.42	27.95	0.48
PM25	28.42	27.95	0.48
CO_2	358,045	345,577	12,467.15

Source: CDM, 2008.

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Attachment 1

CFTP Construction Activity
Emission Inventory Inputs and Results

LAX Taxiway C13 and D Extension

Construction - Emissions Summary (Maximum Daily, Maximum Quarterly, Annual, and Project Total)

Maximum Daily Emissions, Uncontrolled (lb/day)

Pollutant	Qtr 1	Qtr 2	Qtr 3	Qtr 4	Qtr 5	Qtr 6	Project Max	SCAQMD Significance Threshold	Emissions Exceed Threshold?
Carbon monoxide, CO	399.2	486.0	595.8	461.4	501.6	358.6	595.8	550	Yes
Reactive organic Gas, ROG	95.3	130.1	249.9	261.7	278.1	228.3	278.1	75	Yes
Nitrogen oxides, NOx	713.5	921.0	1,146.5	849.9	939.3	630.2	1,146.5	100	Yes
Sulfur dioxide, SO2	0.83	1.04	1.29	0.97	1.10	0.76	1.29	150	No
Respirable particulates, PM10	67.7	288.6	310.4	231.3	274.3	72.5	310.4	150	Yes
Fine particulates, PM2.5	39.0	91.8	106.3	76.3	90.4	36.5	106.3	55	Yes

Source: ESC 2008, CDM 2008, and SCAQMD 2007.

Prepared by: CDM 2008.

Maximum Daily Emissions, Controlled (lb/day)[a]

Pollutant	Qtr 1	Qtr 2	Qtr 3	Qtr 4	Qtr 5	Qtr 6	Project Max	SCAQMD Significance Threshold	Emissions Exceed Threshold?
Carbon monoxide, CO	399.2	486.0	595.8	461.4	501.6	358.6	595.8	550	Yes
Reactive organic Gas, ROG	95.3	130.1	249.9	261.7	278.1	228.3	278.1	75	Yes
Nitrogen oxides, NOx	713.5	921.0	1,146.5	849.9	939.3	630.2	1,146.5	100	Yes
Sulfur dioxide, SO2	0.83	1.04	1.29	0.97	1.10	0.76	1.29	150	No
Respirable particulates, PM10	50.2	114.7	97.7	72.1	126.2	48.7	126.2	150	No
Fine particulates, PM2.5	28.2	46.0	47.8	35.8	47.2	26.5	47.8	55	No

Source: ESC 2008, CDM 2008, and SCAQMD 2007.

Prepared by: CDM 2008.

Maximum Daily Emissions, Controlled, by Equipment Category (lb/day) [c.]

Equipment Type	CO	ROG	NOx	SOx	PM10	PM2.5
Off-road, On-Site Equipment	398.7	85.6	846.0	0.89	20.8	25.4
On-Road, On-Site Trucks	9.3	2.3	29.4	0.03	1.9	1.3
On-Road, Offsite Deliveries	78.5	20.2	256.1	0.25	17.2	11.6
On-Road, Offsite Workers	109.4	11.3	15.0	0.12	10.1	2.2
Fugitive Dust					76.1	7.2
Paving/Painting ROG		158.7				
Total (lbs/day)	595.8	278.1	1,146.5	1.29	126.2	47.8

Prepared by: CDM 2008.

a. "Controlled" includes emission reduction measures required by regulation (e.g., SCAQMD Rule 403), or the LAX Master Plan Community Benefits Agreement (construction equipment diesel particulate filters). These reduction are part of the project design.

Maximum Quarterly Emissions, Uncontrolled (tons/quarter)

Pollutant	Qtr 1	Qtr 2	Qtr 3	Qtr 4	Qtr 5	Qtr 6	Project Max	SCAQMD Significance Threshold	Emissions Exceed Threshold?
Carbon monoxide, CO	12.86	18.35	19.52	17.06	18.66	10.21	19.52	24.75	No
Reactive organic Gas, ROG	2.89	4.61	5.12	4.39	4.98	2.36	5.12	2.50	Yes
Nitrogen oxides, NOx	21.84	34.35	36.70	31.31	34.46	16.80	36.70	2.50	Yes
Sulfur dioxide, SO2	0.03	0.04	0.04	0.04	0.04	0.02	0.04	6.75	No
Respirable particulates, PM10	2.32	10.16	9.95	7.93	10.03	2.10	10.16	6.75	Yes
Fine particulates, PM2.5	1.23	3.34	3.39	2.76	3.30	0.97	3.39	6.75	No
Carbon dioxide, CO2	2,601.68	3,807.57	4,022.91	3,479.27	3,914.69	2,121.74	4,022.91	-	Yes

Maximum Quarterly Emissions, Controlled (tons/quarter)

Pollutant	Qtr 1	Qtr 2	Qtr 3	Qtr 4	Qtr 5	Qtr 6	Project Max	SCAQMD Significance Threshold	Emissions Exceed Threshold?
Carbon monoxide, CO	12.86	18.35	19.52	17.06	18.66	10.21	19.52	24.75	No
Reactive organic Gas, ROG	2.89	4.61	5.12	4.39	4.98	2.36	5.12	2.50	Yes
Nitrogen oxides, NOx	21.84	34.35	36.70	31.31	34.46	16.80	36.70	2.50	Yes
Sulfur dioxide, SO2	0.03	0.04	0.04	0.04	0.04	0.02	0.04	6.75	No
Respirable particulates, PM10	1.81	4.29	3.40	2.74	4.29	1.57	4.29	6.75	No
Fine particulates, PM2.5	0.96	1.72	1.61	1.38	1.80	0.78	1.80	6.75	No
Carbon dioxide, CO2	2,601.68	3,807.57	4,022.91	3,479.27	3,914.69	2,121.74	4,022.91	-	Yes

Source: ESC 2008, CDM 2008, and SCAQMD 2007.

Prepared by: CDM 2008.

SCAQMD Significance Threshold = South Coast Air Quality Management District Air Quality Significance Threshold for construction emissions, December 2007, http://www.aqmd.gov/CEQA/handbook/signthres.pdf

Total Emissions, Uncontrolled (tons)

Pollutant	Year 1	Year 2	Project Total
CO	67.79	28.87	96.66
ROG	16.95	7.32	24.27
NOx	124.20	51.25	175.45
SOx	0.14	0.06	0.21
PM10	30.37	12.13	42.49
PM2.5	10.70	4.27	14.98
CO2	13,911.44	6,036.43	19,947.87

Total Emissions, Controlled (tons)

Pollutant	Year 1	Year 2	Project Total
CO	67.79	28.87	96.66
ROG [b.]	16.95	7.32	24.27
NOx	124.20	51.25	175.45
SOx	0.14	0.06	0.21
PM10 [b.]	10.69	4.38	15.06
PM2.5 [b.]	5.37	2.29	7.66
CO_2	13,911.44	6,036.43	19,947.87

b. Annual emissions of ROG from painting/paving, PM10 and PM2.5 from fugitive dust were calculated using URBEMIS 2007 v.9.2.4.

LAX Taxiway C13 and D Extension
Construction - Equipment Emission Factors and Hourly Emissions

No.	Equipment Category	Equipment Model	Fuel	Onroad / Offroad	Rating (hp)	Load Factor	Usage Factor
43	Batch Plant	Batch Plant	-	-	0	-	0.85
1	HHDD Vehicle, Diesel (33,001 to 60,000 lb	10 CY Ready Mix Trucks	Diesel	Onroad	350	0.59	0.85
1.1	Cement and Mortar Mixers	Concrete Mixers	Diesel	Offroad	350	0.56	0.85
2	Air Compressors	Air Compressor	Diesel	Offroad	85	0.53	0.85
3	Welders	Arc Welders	Diesel	Offroad	30	0.58	0.85
4	Pavers	Barber-Greene BG260C Paver	Diesel	Offroad	174	0.53	0.85
5	Graders	CAT 14H Motor Grader	Diesel	Offroad	220	0.58	0.85
6	Excavators	CAT 330C Excavator	Diesel	Offroad	247	0.58	0.85
6.1	Excavators	CAT 330 Excavator	Diesel	Offroad	247	0.58	0.85
6.2	Excavators	CAT 330C L Excavator	Diesel	Offroad	247	0.58	0.85
7	Tractors/Loaders/Backhoes	CAT 428 Backhoe	Diesel	Offroad	83	0.575	0.85
7.1	Scrapers	CAT 623 Scraper	Diesel	Offroad	330	0.66	0.85
8	Rubber Tired Loaders	CAT 966 Loader	Diesel	Offroad	235	0.465	0.85
8.1	Crawler Tractors	CAT 973 Track Loader	Diesel	Offroad	350	0.59	0.85
9	Rubber Tired Loaders	CAT 988 Loader	Diesel	Offroad	475	0.465	0.85
10	Rollers	CAT CB 634D Roller	Diesel	Offroad	145	0.575	0.85
11	Plate Compactors	CAT CS 531D Compactor	Diesel	Offroad	145	0.575	0.85
12	Plate Compactors	CAT CS 583E Compactors	Diesel	Offroad	150	0.575	0.85
13	Rubber Tired Loaders	CAT IT 14G Loader	Diesel	Offroad	90	0.465	0.85
14	Rubber Tired Loaders	CAT PS 300 B Rubber Tire	Diesel	Offroad	99	0.575	0.85
15	Surfacing Equipment	CAT RM350B Reclaimer	Diesel	Offroad	500	0.78	0.85
15.1	Air Compressors	Compressors (Gang Drills)	Diesel	Offroad	85	0.48	0.85
16	HHDD Vehicle, Diesel (33,001 to 60,000 lb	Concrete Pump Truck	Diesel	Onroad	350	0.3	0.85
17	Crushing/Proc. Equipment	Crusher	Diesel	Offroad	450	0.66	0.85
17.1	Forklifts	Deere 210LJ Skiploader	Diesel	Offroad	84	0.3	0.85
18	Trenchers	Ditch Witch RT 55 Trencher	Diesel	Offroad	60	0.575	0.85
19	HHDD Vehicle, Diesel (33,001 to 60,000 lb	Flat Bed Truck	Diesel	Onroad	200	0.3	0.85
20	HHDD Vehicle, Diesel (33,001 to 60,000 lb	Fuel Truck	Diesel	Onroad	170	0.3	0.85
21	Pavers	Gomaco GP-4000 Paver	Diesel	Offroad	450	0.53	0.85
22	Pavers	Gomaco RTP-500 Belt Placers	Diesel	Offroad	200	0.53	0.85
23	Paving Equipment	Gomaco TC-400 Cure /Texture Rig	Diesel	Offroad	70	0.575	0.85
23.1	Forklifts	Gradall 544D Hi Lift	Diesel	Offroad	125	0.3	0.85
24	Cranes	Grove Mobile Crane	Diesel	Offroad	160	0.43	0.85
24.1	Aerial Lifts	JLG 460SJ Work Platform	Diesel	Offroad	50	0.505	0.85
25	Other General Industrial Equipment	Light Plants	Diesel	Offroad	15	0.9	0.85
25.1	Cranes	Manitowoc 11000 Crane	Diesel	Offroad	332	0.43	0.85
26	HHDD Vehicle, Diesel (33,001 to 60,000 lb	Mechanics Truck w/ Crane	Diesel	Onroad	200	0.43	0.85
27	HHDD Vehicle, Diesel (33,001 to 60,000 lb	Paint Truck	Diesel	Onroad	175	0.43	0.85
27.1	Cement and Mortar Mixers	Putzmeister Concrete Pump	Diesel	Offroad	350	0.56	0.85
28	Rollers	Sheepfoot Roller	Diesel	Offroad	232	0.575	0.85
29	HHDD Vehicle, Diesel (33,001 to 60,000 lb	Tri-Axle Dump Truck	Diesel	Onroad	350	0.59	0.85
30	HHDD Vehicle, Diesel (33,001 to 60,000 lb	Truck w/ Silicon Pump	Diesel	Onroad	200	0.59	0.85
31	HHDD Vehicle, Diesel (33,001 to 60,000 lb	Truck/Tractor Low Boy	Diesel	Onroad	400	0.59	0.85
32	Sweepers/Scrubbers	Vacuum Sweeper	Diesel	Offroad	170	0.58	0.85
33	HHDD Vehicle, Diesel (33,001 to 60,000 lb	Water Truck	Diesel	Onroad	230	0.3	0.85
35	Delivery Vehicle, Gas (>8500 lb)	1-Ton Flatbed	Gas	Onroad	200	0.3	0.85
34	Delivery Vehicle, Gas (>8500 lb)	1-Ton Truck w/ Lift	Gas	Onroad	230	0.3	0.85
42	Passenger Vehicle, Gas (<8500 lb)	Commute Vehicle	Gas	Onroad	125	0.15	0.85
36	Passenger Vehicle, Gas (<8500 lb)	Crew Van	Gas	Onroad	180	0.2	0.85
36.1	Generator Sets	Hand Tools	Gas	Offroad	170	0.74	0.85
37	Paving Equipment	Parking Lot Paint Machine	Gas	Offroad	50	0.7	0.85
39	Passenger Vehicle, Gas (<8500 lb)	Pickup, large	Gas	Onroad	230	0.15	0.85
38	Passenger Vehicle, Gas (<8500 lb)	Pickup, small	Gas	Onroad	175	0.15	0.85
40	Passenger Vehicle, Gas (<8500 lb)	SUV	Gas	Onroad	240	0.15	0.85
41	Concrete/Industrial Saws	Walk Behind Saw	Gas	Offroad	10	0.9	0.85

SCAQMD EFs

Equipment	2009 (lb/hp-hr) ROG	2009 (lb/hp-hr) CO	2009 (lb/hp-hr) NOX	2009 (lb/hp-hr) SOX	2009 (lb/hp-hr) PM	2009 (lb/hp-hr) CO2	2009 (lb/hp-hr) CH4	2010 (lb/hp-hr) ROG	2010 (lb/hp-hr) CO	2010 (lb/hp-hr) NOX	2010 (lb/hp-hr) SOX	2010 (lb/hp-hr) PM	2010 (lb/hp-hr) CO2	2010 (lb/hp-hr) CH4
Aerial Lifts	0.00151	0.00489	0.00851	0.0000108	0.000512	0.88	0.000136	0.00142	0.00474	0.00818	0.0000108	0.000478	0.88	0.000128
Air Compressors	0.00194	0.00577	0.01139	0.0000118	0.000674	1.01	0.000175	0.00184	0.00558	0.01097	0.0000118	0.000644	1.01	0.000166
Bore/Drill Rigs	0.00088	0.00388	0.00744	0.0000112	0.000354	0.97	0.000080	0.00080	0.00383	0.00699	0.0000112	0.000319	0.97	0.000073
Cement and Mortar Mixers	0.00183	0.00587	0.00916	0.0000138	0.000610	1.00	0.000165	0.00171	0.00568	0.00884	0.0000138	0.000555	1.00	0.000154
Concrete/Industrial Saws	0.00200	0.00636	0.00993	0.0000115	0.000707	0.96	0.000180	0.00188	0.00627	0.00953	0.0000115	0.000666	0.96	0.000169
Cranes	0.00197	0.00578	0.01034	0.0000099	0.000667	0.88	0.000178	0.00185	0.00559	0.00985	0.0000099	0.000633	0.88	0.000167
Crawler Tractors	0.00210	0.00668	0.01268	0.0000112	0.000736	1.02	0.000189	0.00198	0.00641	0.01211	0.0000112	0.000700	1.02	0.000179
Crushing/Proc. Equipment	0.00187	0.00547	0.01052	0.0000106	0.000638	0.95	0.000169	0.00177	0.00530	0.01006	0.0000106	0.000609	0.95	0.000160
Dumpers/Tenders	0.00120	0.00363	0.00697	0.0000102	0.000416	0.80	0.000108	0.00114	0.00354	0.00678	0.0000102	0.000383	0.80	0.000103
Excavators	0.00171	0.00541	0.00987	0.0000114	0.000617	0.99	0.000155	0.00160	0.00528	0.00934	0.0000114	0.000571	0.99	0.000144
Forklifts	0.00198	0.00588	0.00981	0.0000107	0.000690	0.94	0.000179	0.00179	0.00570	0.00919	0.0000107	0.000637	0.94	0.000162
Generator Sets	0.00134	0.00453	0.00919	0.0000103	0.000493	0.87	0.000121	0.00126	0.00440	0.00883	0.0000103	0.000470	0.87	0.000114
Graders	0.00211	0.00644	0.01190	0.0000119	0.000754	1.07	0.000191	0.00198	0.00625	0.01128	0.0000119	0.000713	1.07	0.000179
Off-Highway Tractors	0.00280	0.01051	0.02212	0.0000169	0.001211	1.56	0.000253	0.00268	0.01010	0.02122	0.0000169	0.001162	1.56	0.000242
Off-Highway Trucks	0.00171	0.00574	0.01607	0.0000161	0.000651	1.53	0.000154	0.00162	0.00550	0.01508	0.0000161	0.000614	1.53	0.000147
Other Construction Equipment	0.00161	0.00581	0.00885	0.0000119	0.000586	0.96	0.000146	0.00151	0.00571	0.00846	0.0000119	0.000539	0.96	0.000136
Other General Industrial Equipment	0.00152	0.00472	0.00935	0.0000099	0.000524	0.85	0.000137	0.00145	0.00457	0.00900	0.0000099	0.000495	0.85	0.000131
Other Material Handling Equipment	0.00194	0.00537	0.00918	0.0000088	0.000646	0.77	0.000175	0.00184	0.00524	0.00880	0.0000088	0.000618	0.77	0.000166
Pavers	0.00237	0.00695	0.01239	0.0000121	0.000817	1.04	0.000214	0.00226	0.00676	0.01190	0.0000121	0.000778	1.04	0.000203
Paving Equipment	0.00236	0.00667	0.01124	0.0000113	0.000795	0.95	0.000213	0.00225	0.00654	0.01081	0.0000113	0.000757	0.94	0.000203
Plate Compactors	0.00079	0.00408	0.00498	0.0000104	0.000275	0.67	0.000071	0.00078	0.00408	0.00492	0.0000104	0.000234	0.67	0.000071
Pressure Washers	0.00193	0.00641	0.00983	0.0000123	0.000687	0.92	0.000174	0.00182	0.00626	0.00954	0.0000123	0.000653	0.92	0.000164
Pumps	0.00150	0.00463	0.00925	0.0000102	0.000529	0.87	0.000135	0.00141	0.00449	0.00889	0.0000102	0.000504	0.87	0.000128
Rollers	0.00172	0.00547	0.00945	0.0000109	0.000593	0.90	0.000155	0.00163	0.00535	0.00906	0.0000109	0.000555	0.90	0.000147
Rough Terrain Forklifts	0.00280	0.00838	0.01407	0.0000150	0.000953	1.31	0.000252	0.00259	0.00814	0.01332	0.0000150	0.000897	1.31	0.000234
Rubber Tired Dozers	0.00168	0.00683	0.01465	0.0000112	0.000662	1.06	0.000152	0.00162	0.00651	0.01405	0.0000112	0.000635	1.06	0.000146
Rubber Tired Loaders	0.00198	0.00610	0.01169	0.0000123	0.000675	1.09	0.000178	0.00186	0.00590	0.01116	0.0000123	0.000635	1.09	0.000168
Scrapers	0.00186	0.00654	0.01472	0.0000127	0.000822	1.17	0.000168	0.00177	0.00629	0.01398	0.0000127	0.000783	1.17	0.000160
Signal Boards	0.00171	0.00544	0.00954	0.0000110	0.000588	0.90	0.000154	0.00161	0.00535	0.00916	0.0000110	0.000561	0.90	0.000146
Skid Steer Loaders	0.00222	0.00682	0.00898	0.0000115	0.000739	0.92	0.000200	0.00199	0.00658	0.00866	0.0000115	0.000677	0.92	0.000179
Surfacing Equipment	0.00147	0.00496	0.01021	0.0000104	0.000564	0.93	0.000132	0.00138	0.00480	0.00971	0.0000104	0.000536	0.93	0.000124
Sweepers/Scrubbers	0.00201	0.00659	0.01027	0.0000133	0.000691	1.05	0.000181	0.00187	0.00646	0.00983	0.0000133	0.000641	1.05	0.000169
Tractors/Loaders/Backhoes	0.00214	0.00672	0.01269	0.0000156	0.000748	1.33	0.000193	0.00198	0.00652	0.01198	0.0000156	0.000697	1.33	0.000179
Trenchers	0.00209	0.00690	0.01223	0.0000132	0.000711	1.11	0.000189	0.00201	0.00671	0.01180	0.0000132	0.000673	1.11	0.000181
Welders	0.00215	0.00626	0.01087	0.0000120	0.000726	0.98	0.000194	0.00204	0.00611	0.01048	0.0000120	0.000695	0.98	0.000184

On-Road Vehicles	ROG (lb/mi)	CO (lb/mi)	NOx (lb/mi)	SOx (lb/mi)	PM10 (lb/mi)	PM2.5 (lb/mi)	CO2 (lb/mi)	ROG (lb/mi)	CO (lb/mi)	NOx (lb/mi)	SOx (lb/mi)	PM10 (lb/mi)	PM2.5 (lb/mi)	CO2 (lb/mi)
Passenger Vehicle, Gas (<8500 lb)	0.000992	0.009686	0.001005	0.000011	0.000902	0.000192	1.097554	0.000914	0.008263	0.000918	0.000011	0.000903	0.000193	1.095682
Delivery Vehicle, Gas (>8500 lb)	0.002789	0.020161	0.022366	0.000027	0.001621	0.000830	2.723305	0.002590	0.018438	0.020625	0.000027	0.001567	0.000780	2.732222
HHDD Vehicle, Diesel (33,001 to 60,000 lb)	0.00329320	0.01282236	0.04184591	0.00004013	0.00281143	0.00189001	4.21080792	0.00304157	0.01195456	0.03822102	0.00004131	0.00264634	0.00173856	4.21120578

	9/26/2002					
		CALIFORNIA EMISSION INVENTORY AND REPORTING SYSTEM (CEIDARS)				
		-- Particulate Matter (PM) Speciation Profiles --				
		SUMMARY OF OVERALL SIZE FRACTIONS AND REFERENCE DOCUMENTATION				
			NEW		FRACTION	FRACTION
PM2.5/PM10	PM PROFILE ID	PM_PROFILE_NAME	FORMAT	SOURCE_REF	< PM 10	< PM 2.5
	---	---	---	---	---	---
0.976	116	STAT. I.C. ENGINE-DIESEL	N	KVB	0.96	0.937
0.998	123	STAT. I.C.ENGINE-GAS	N	KVB	0.994	0.992
0.833	342	ASPHALTIC CONCRETE BATCH PLANT	N	KVB	0.4	0.333
0.674	343	CEMENT PROD./CONCRETE BATCHING	N	KVB	0.92	0.62
0.300	373	ROCK CRUSHERS	N	KVB	0.1	0.03
0.292	374	ROCK SCREENING & HANDLING	N	KVB	0.5	0.146
0.928	400	GASOLINE VEHICLES-CATALYST	N	KVB	0.97	0.9
0.208	420	CONSTRUCTION DUST	Y	OMNI	0.4893	0.1017
0.920	425	DIESEL VEHICLE EXHAUST	Y	OMNI	1	0.92
0.169	471	PAVED ROAD DUST (1997 AND AFTER)	Y	CRPAQS	0.4572	0.0772

LAX Taxiway C13 and D Extension														
Construction - Equipment Emission Factors and Hourly Emissions														
		1	2	3	4	5	6	8	9	10	11	12	13	14
No.	Equipment Category	Equipment Model	Fuel	Onroad / Offroad	Rating (hp)	Load Factor[a.]	Usage Factor[b.]	2009 CO (lb/hr)	2009 ROG (lb/hr)	2009 NOx (lb/hr)	2009 SOx (lb/hr)	2009 PM10 (lb/hr)	2009 PM2.5 (lb/hr)	2009 CO2 (lb/hr)
1	HHDD Vehicle, Diesel (33,001 to 60,000 lb)	10 CY Ready Mix Trucks	Diesel	Onroad	350	0.59	0.85	0.0965	0.0248	0.3148	0.0003	0.0211	0.0142	31.68
1.1	Cement and Mortar Mixers	Concrete Mixers	Diesel	Offroad	350	0.56	0.85	0.9773	0.3045	1.5259	0.0023	0.1017	0.0935	167.13
2	Air Compressors	Air Compressor	Diesel	Offroad	85	0.53	0.85	0.2211	0.0743	0.4363	0.0005	0.0258	0.0237	38.59
3	Welders	Arc Welders	Diesel	Offroad	30	0.58	0.85	0.0925	0.0317	0.1608	0.0002	0.0107	0.0099	14.49
4	Pavers	Barber-Greene BG260C Paver	Diesel	Offroad	174	0.53	0.85	0.5449	0.1862	0.9715	0.0009	0.0640	0.0589	81.33
5	Graders	CAT 14H Motor Grader	Diesel	Offroad	220	0.58	0.85	0.6988	0.2293	1.2905	0.0013	0.0818	0.0752	115.65
6	Excavators	CAT 330C Excavator	Diesel	Offroad	247	0.58	0.85	0.6593	0.2086	1.2017	0.0014	0.0751	0.0691	120.92
6.1	Excavators	CAT 330 Excavator	Diesel	Offroad	247	0.58	0.85	0.6593	0.2086	1.2017	0.0014	0.0751	0.0691	120.92
6.2	Excavators	CAT 330C L Excavator	Diesel	Offroad	247	0.58	0.85	0.6593	0.2086	1.2017	0.0014	0.0751	0.0691	120.92
7	Tractors/Loaders/Backhoes	CAT 428 Backhoe	Diesel	Offroad	83	0.575	0.85	0.2725	0.0868	0.5148	0.0006	0.0303	0.0279	53.82
7.1	Scrapers	CAT 623 Scraper	Diesel	Offroad	330	0.66	0.85	1.2104	0.3448	2.7255	0.0023	0.1522	0.1400	215.97
8	Rubber Tired Loaders	CAT 966 Loader	Diesel	Offroad	235	0.465	0.85	0.5662	0.1835	1.0858	0.0011	0.0627	0.0577	101.26
8.1	Crawler Tractors	CAT 973 Track Loader	Diesel	Offroad	350	0.59	0.85	1.1719	0.3678	2.2255	0.0020	0.1292	0.1189	178.47
9	Rubber Tired Loaders	CAT 988 Loader	Diesel	Offroad	475	0.465	0.85	1.1445	0.3710	2.1946	0.0023	0.1268	0.1166	204.68
10	Rollers	CAT CB 634D Roller	Diesel	Offroad	145	0.575	0.85	0.3878	0.1217	0.6696	0.0008	0.0420	0.0386	64.00
11	Plate Compactors	CAT CS 531D Compactor	Diesel	Offroad	145	0.575	0.85	0.2894	0.0559	0.3531	0.0007	0.0195	0.0179	47.40
12	Plate Compactors	CAT CS 583E Compactors	Diesel	Offroad	150	0.575	0.85	0.2994	0.0578	0.3653	0.0008	0.0202	0.0186	49.03
13	Rubber Tired Loaders	CAT IT 14G Loader	Diesel	Offroad	90	0.465	0.85	0.2169	0.0703	0.4158	0.0004	0.0240	0.0221	38.78
14	Rubber Tired Loaders	CAT PS 300 B Rubber Tire	Diesel	Offroad	99	0.465	0.85	0.2385	0.0773	0.4574	0.0005	0.0264	0.0243	42.66
15	Surfacing Equipment	CAT RM350B Reclaimer	Diesel	Offroad	500	0.78	0.85	1.6444	0.4866	3.3861	0.0034	0.1869	0.1719	309.89
15.1	Air Compressors	Compressors (Gang Drills)	Diesel	Offroad	85	0.53	0.85	0.2211	0.0743	0.4363	0.0005	0.0258	0.0237	38.59
16	HHDD Vehicle, Diesel (33,001 to 60,000 lb)	Concrete Pump Truck	Diesel	Onroad	350	0.59	0.85	0.0965	0.0248	0.3148	0.0003	0.0211	0.0142	31.68
17	Crushing/Proc. Equipment	Crusher	Diesel	Offroad	450	0.66	0.85	1.3806	0.4732	2.6566	0.0027	0.1610	0.1481	239.05
17.1	Forklifts	Deere 210LJ Skiploader	Diesel	Offroad	84	0.3	0.85	0.1260	0.0425	0.2101	0.0002	0.0148	0.0136	20.05
18	Trenchers	Ditch Witch RT 55 Trencher	Diesel	Offroad	60	0.575	0.85	0.2023	0.0613	0.3587	0.0004	0.0208	0.0192	32.70
19	HHDD Vehicle, Diesel (33,001 to 60,000 lb)	Flat Bed Truck	Diesel	Onroad	200	0.59	0.85	0.1608	0.0413	0.5246	0.0005	0.0352	0.0237	52.79
20	HHDD Vehicle, Diesel (33,001 to 60,000 lb)	Fuel Truck	Diesel	Onroad	170	0.59	0.85	0.0965	0.0248	0.3148	0.0003	0.0211	0.0142	31.68
21	Pavers	Gomaco GP-4000 Paver	Diesel	Offroad	450	0.53	0.85	1.4094	0.4814	2.5124	0.0025	0.1656	0.1524	210.35
22	Pavers	Gomaco RTP-500 Belt Placers	Diesel	Offroad	200	0.53	0.85	0.6264	0.2140	1.1166	0.0011	0.0736	0.0677	93.49
23	Paving Equipment	Gomaco TC-400 Cure /Texture Rig	Diesel	Offroad	70	0.575	0.85	0.2281	0.0809	0.3847	0.0004	0.0272	0.0250	32.33
23.1	Forklifts	Gradall 544D Hi Lift	Diesel	Offroad	125	0.3	0.85	0.1874	0.0632	0.3126	0.0003	0.0220	0.0202	29.84
24	Cranes	Grove Mobile Crane	Diesel	Offroad	160	0.43	0.85	0.3382	0.1151	0.6046	0.0006	0.0390	0.0359	51.50
24.1	Aerial Lifts	JLG 460SJ Work Platform	Diesel	Offroad	50	0.505	0.85	0.1050	0.0324	0.1828	0.0002	0.0110	0.0101	18.87
25	Other General Industrial Equipment	Light Plants	Diesel	Offroad	15	0.9	0.85	0.0541	0.0174	0.1073	0.0001	0.0060	0.0055	9.78
25.1	Cranes	Manitowoc 11000 Crane	Diesel	Offroad	332	0.43	0.85	0.7017	0.2388	1.2546	0.0012	0.0810	0.0745	106.86
26	HHDD Vehicle, Diesel (33,001 to 60,000 lb)	Mechanics Truck w/ Crane	Diesel	Onroad	200	0.59	0.85	0.0965	0.0248	0.3148	0.0003	0.0211	0.0142	31.68
27	HHDD Vehicle, Diesel (33,001 to 60,000 lb)	Paint Truck	Diesel	Onroad	175	0.59	0.85	0.0965	0.0248	0.3148	0.0003	0.0211	0.0142	31.68
27.1	Cement and Mortar Mixers	Putzmeister Concrete Pump	Diesel	Offroad	350	0.56	0.85	0.9773	0.3045	1.5259	0.0023	0.1017	0.0935	167.13
28	Rollers	Sheepfoot Roller	Diesel	Offroad	232	0.575	0.85	0.6206	0.1946	1.0714	0.0012	0.0672	0.0618	102.40
29	HHDD Vehicle, Diesel (33,001 to 60,000 lb)	Tri-Axle Dump Truck	Diesel	Onroad	350	0.59	0.85	0.1608	0.0413	0.5246	0.0005	0.0352	0.0237	52.79
30	HHDD Vehicle, Diesel (33,001 to 60,000 lb)	Truck w/ Silicon Pump	Diesel	Onroad	200	0.59	0.85	0.0965	0.0248	0.3148	0.0003	0.0211	0.0142	31.68
31	HHDD Vehicle, Diesel (33,001 to 60,000 lb)	Truck/Tractor Low Boy	Diesel	Onroad	400	0.59	0.85	0.0965	0.0248	0.3148	0.0003	0.0211	0.0142	31.68
32	Sweepers/Scrubbers	Vacuum Sweeper	Diesel	Offroad	170	0.58	0.85	0.5521	0.1683	0.8611	0.0011	0.0579	0.0533	87.90
33	HHDD Vehicle, Diesel (33,001 to 60,000 lb)	Water Truck	Diesel	Onroad	230	0.59	0.85	0.0965	0.0248	0.3148	0.0003	0.0211	0.0142	31.68
34	Delivery Vehicle, Gas (>8500 lb)	1-Ton Truck w/ Lift	Gas	Onroad	230	0.3	0.85	0.0771	0.0107	0.0856	0.0001	0.0062	0.0032	10.42
35	Delivery Vehicle, Gas (>8500 lb)	1-Ton Flatbed	Gas	Onroad	200	0.3	0.85	0.0771	0.0107	0.0856	0.0001	0.0062	0.0032	10.42
36	Passenger Vehicle, Gas (<8500 lb)	Crew Van	Gas	Onroad	180	0.15	0.85	0.0185	0.0019	0.0019	0.0000	0.0017	0.0004	2.10
36.1	Generator Sets	Hand Tools	Gas	Offroad	170	0.74	0.85	0.4846	0.1433	0.9827	0.0011	0.0527	0.0485	93.33
37	Paving Equipment	Parking Lot Paint Machine	Gas	Offroad	50	0.575	0.85	0.1629	0.0578	0.2748	0.0003	0.0194	0.0179	23.09
38	Passenger Vehicle, Gas (<8500 lb)	Pickup, small	Gas	Onroad	175	0.15	0.85	0.0185	0.0019	0.0019	0.0000	0.0017	0.0004	2.10
39	Passenger Vehicle, Gas (<8500 lb)	Pickup, large	Gas	Onroad	230	0.15	0.85	0.0185	0.0019	0.0019	0.0000	0.0017	0.0004	2.10
40	Passenger Vehicle, Gas (<8500 lb)	SUV	Gas	Onroad	240	0.15	0.85	0.0185	0.0019	0.0019	0.0000	0.0017	0.0004	2.10
41	Concrete/Industrial Saws	Walk Behind Saw	Gas	Offroad	10	0.9	0.85	0.0486	0.0153	0.0760	0.0001	0.0054	0.0050	7.33
42	Passenger Vehicle, Gas (<8500 lb)	Commute Vehicle	Gas	Onroad	125	0.15	0.85	0.0309	0.0032	0.0032	0.0000	0.0029	0.0006	3.50

LAX Taxiway C13 and D Extension

Construction - Equipment Emission Factors and Hourly Emissions

		1	15	16	17	18	19	20	21							
No.	Equipment Category	Equipment Model	2010 CO (lb/hr)	2010 ROG (lb/hr)	2010 NOx (lb/hr)	2010 SOx (lb/hr)	2010 PM10 (lb/hr)	2010 PM2.5 (lb/hr)	2010 CO2 (lb/hr)	2009 CO EF (lb/mi) or (lb/hp-hr)	2009 ROG EF (lb/mi) or (lb/hp-hr)	2009 NOx EF (lb/mi) or (lb/hp-hr)	2009 SOx EF (lb/mi) or (lb/hp-hr)	2009 PM10 EF (lb/mi) or (lb/hp-hr)	2009 PM2.5 EF (lb/mi) or (lb/hp-hr)	2009 CO2 EF (lb/mi) or (lb/hp-hr)
1	HHDD Vehicle, Diesel (33,001 to 60,000 lb)	10 CY Ready Mix Trucks	0.0899	0.0229	0.2875	0.0003	0.0199	0.0131	31.68	0.0128	0.0033	0.0418	0.000040	0.00281	0.00189	4.21
1.1	Cement and Mortar Mixers	Concrete Mixers	0.9458	0.2841	1.4729	0.0023	0.0924	0.0850	167.13	0.0059	0.0018	0.0092	0.000014	0.00061	0.00056	1.00
2	Air Compressors	Air Compressor	0.2139	0.0706	0.4200	0.0005	0.0246	0.0227	38.59	0.0058	0.0019	0.0114	0.000012	0.00067	0.00062	1.01
3	Welders	Arc Welders	0.0904	0.0302	0.1549	0.0002	0.0103	0.0095	14.49	0.0063	0.0021	0.0109	0.000012	0.00073	0.00067	0.98
4	Pavers	Barber-Greene BG260C Paver	0.5297	0.1768	0.9328	0.0009	0.0610	0.0561	81.33	0.0070	0.0024	0.0124	0.000012	0.00082	0.00075	1.04
5	Graders	CAT 14H Motor Grader	0.6774	0.2149	1.2237	0.0013	0.0773	0.0711	115.65	0.0064	0.0021	0.0119	0.000012	0.00075	0.00069	1.07
6	Excavators	CAT 330C Excavator	0.6426	0.1943	1.1374	0.0014	0.0696	0.0640	120.92	0.0054	0.0017	0.0099	0.000011	0.00062	0.00057	0.99
6.1	Excavators	CAT 330 Excavator	0.6426	0.1943	1.1374	0.0014	0.0696	0.0640	120.92	0.0054	0.0017	0.0099	0.000011	0.00062	0.00057	0.99
6.2	Excavators	CAT 330C L Excavator	0.6426	0.1943	1.1374	0.0014	0.0696	0.0640	120.92	0.0054	0.0017	0.0099	0.000011	0.00062	0.00057	0.99
7	Tractors/Loaders/Backhoes	CAT 428 Backhoe	0.2644	0.0803	0.4862	0.0006	0.0283	0.0260	53.82	0.0067	0.0021	0.0127	0.000016	0.00075	0.00069	1.33
7.1	Scrapers	CAT 623 Scraper	1.1640	0.3282	2.5882	0.0023	0.1450	0.1334	215.97	0.0065	0.0019	0.0147	0.000013	0.00082	0.00076	1.17
8	Rubber Tired Loaders	CAT 966 Loader	0.5482	0.1728	1.0369	0.0011	0.0589	0.0542	101.26	0.0061	0.0020	0.0117	0.000012	0.00068	0.00062	1.09
8.1	Crawler Tractors	CAT 973 Track Loader	1.1244	0.3483	2.1258	0.0020	0.1229	0.1131	178.47	0.0067	0.0021	0.0127	0.000011	0.00074	0.00068	1.02
9	Rubber Tired Loaders	CAT 988 Loader	1.1081	0.3493	2.0959	0.0023	0.1191	0.1096	204.68	0.0061	0.0020	0.0117	0.000012	0.00068	0.00062	1.09
10	Rollers	CAT CB 634D Roller	0.3794	0.1152	0.6420	0.0008	0.0393	0.0362	64.00	0.0055	0.0017	0.0094	0.000011	0.00059	0.00055	0.90
11	Plate Compactors	CAT CS 531D Compactor	0.2894	0.0555	0.3485	0.0007	0.0166	0.0153	47.40	0.0041	0.0008	0.0050	0.000010	0.00028	0.00025	0.67
12	Plate Compactors	CAT CS 583E Compactors	0.2994	0.0574	0.3605	0.0008	0.0172	0.0158	49.03	0.0041	0.0008	0.0050	0.000010	0.00028	0.00025	0.67
13	Rubber Tired Loaders	CAT IT 14G Loader	0.2100	0.0662	0.3971	0.0004	0.0226	0.0208	38.78	0.0061	0.0020	0.0117	0.000012	0.00068	0.00062	1.09
14	Rubber Tired Loaders	CAT PS 300 B Rubber Tire	0.2309	0.0728	0.4368	0.0005	0.0248	0.0228	42.66	0.0061	0.0020	0.0117	0.000012	0.00068	0.00062	1.09
15	Surfacing Equipment	CAT RM350B Reclaimer	1.5922	0.4568	3.2192	0.0034	0.1778	0.1635	309.89	0.0050	0.0015	0.0102	0.000010	0.00056	0.00052	0.93
15.1	Air Compressors	Compressors (Gang Drills)	0.2139	0.0706	0.4200	0.0005	0.0246	0.0227	38.59	0.0058	0.0019	0.0114	0.000012	0.00067	0.00062	1.01
16	HHDD Vehicle, Diesel (33,001 to 60,000 lb)	Concrete Pump Truck	0.0899	0.0229	0.2875	0.0003	0.0199	0.0131	31.68	0.0128	0.0033	0.0418	0.000040	0.00281	0.00189	4.21
17	Crushing/Proc. Equipment	Crusher	1.3387	0.4473	2.5390	0.0027	0.1538	0.1415	239.05	0.0055	0.0019	0.0105	0.000011	0.00064	0.00059	0.95
17.1	Forklifts	Deere 210LJ Skiploader	0.1222	0.0384	0.1969	0.0002	0.0136	0.0126	20.05	0.0059	0.0020	0.0098	0.000011	0.00069	0.00063	0.94
18	Trenchers	Ditch Witch RT 55 Trencher	0.1968	0.0589	0.3462	0.0004	0.0197	0.0181	32.70	0.0069	0.0021	0.0122	0.000013	0.00071	0.00065	1.11
19	HHDD Vehicle, Diesel (33,001 to 60,000 lb)	Flat Bed Truck	0.1499	0.0381	0.4792	0.0005	0.0332	0.0218	52.80	0.0128	0.0033	0.0418	0.000040	0.00281	0.00189	4.21
20	HHDD Vehicle, Diesel (33,001 to 60,000 lb)	Fuel Truck	0.0899	0.0229	0.2875	0.0003	0.0199	0.0131	31.68	0.0128	0.0033	0.0418	0.000040	0.00281	0.00189	4.21
21	Pavers	Gomaco GP-4000 Paver	1.3698	0.4572	2.4124	0.0025	0.1578	0.1452	210.35	0.0070	0.0024	0.0124	0.000012	0.00082	0.00075	1.04
22	Pavers	Gomaco RTP-500 Belt Placers	0.6088	0.2032	1.0722	0.0011	0.0701	0.0645	93.49	0.0070	0.0024	0.0124	0.000012	0.00082	0.00075	1.04
23	Paving Equipment	Gomaco TC-400 Cure /Texture Rig	0.2238	0.0771	0.3698	0.0004	0.0259	0.0238	32.33	0.0067	0.0024	0.0112	0.000011	0.00079	0.00073	0.95
23.1	Forklifts	Gradall 544D Hi Lift	0.1818	0.0572	0.2930	0.0003	0.0203	0.0187	29.84	0.0059	0.0020	0.0098	0.000011	0.00069	0.00063	0.94
24	Cranes	Grove Mobile Crane	0.3269	0.1082	0.5760	0.0006	0.0370	0.0340	51.50	0.0058	0.0020	0.0103	0.000010	0.00067	0.00061	0.88
24.1	Aerial Lifts	JLG 460SJ Work Platform	0.1016	0.0305	0.1755	0.0002	0.0103	0.0094	18.87	0.0049	0.0015	0.0085	0.000011	0.00051	0.00047	0.88
25	Other General Industrial Equipment	Light Plants	0.0525	0.0166	0.1033	0.0001	0.0057	0.0052	9.78	0.0047	0.0015	0.0094	0.000010	0.00052	0.00048	0.85
25.1	Cranes	Manitowoc 11000 Crane	0.6784	0.2246	1.1952	0.0012	0.0768	0.0707	106.86	0.0058	0.0020	0.0103	0.000010	0.00067	0.00061	0.88
26	HHDD Vehicle, Diesel (33,001 to 60,000 lb)	Mechanics Truck w/ Crane	0.0899	0.0229	0.2875	0.0003	0.0199	0.0131	31.68	0.0128	0.0033	0.0418	0.000040	0.00281	0.00189	4.21
27	HHDD Vehicle, Diesel (33,001 to 60,000 lb)	Paint Truck	0.0899	0.0229	0.2875	0.0003	0.0199	0.0131	31.68	0.0128	0.0033	0.0418	0.000040	0.00281	0.00189	4.21
27.1	Cement and Mortar Mixers	Putzmeister Concrete Pump	0.9458	0.2841	1.4729	0.0023	0.0924	0.0850	167.13	0.0059	0.0018	0.0092	0.000014	0.00061	0.00056	1.00
28	Rollers	Sheepfoot Roller	0.6071	0.1844	1.0273	0.0012	0.0630	0.0579	102.40	0.0055	0.0017	0.0094	0.000011	0.00059	0.00055	0.90
29	HHDD Vehicle, Diesel (33,001 to 60,000 lb)	Tri-Axle Dump Truck	0.1499	0.0381	0.4792	0.0005	0.0332	0.0218	52.80	0.0128	0.0033	0.0418	0.000040	0.00281	0.00189	4.21
30	HHDD Vehicle, Diesel (33,001 to 60,000 lb)	Truck w/ Silicon Pump	0.0899	0.0229	0.2875	0.0003	0.0199	0.0131	31.68	0.0128	0.0033	0.0418	0.000040	0.00281	0.00189	4.21
31	HHDD Vehicle, Diesel (33,001 to 60,000 lb)	Truck/Tractor Low Boy	0.0899	0.0229	0.2875	0.0003	0.0199	0.0131	31.68	0.0128	0.0033	0.0418	0.000040	0.00281	0.00189	4.21
32	Sweepers/Scrubbers	Vacuum Sweeper	0.5418	0.1568	0.8236	0.0011	0.0537	0.0494	87.90	0.0066	0.0020	0.0103	0.000013	0.00069	0.00064	1.05
33	HHDD Vehicle, Diesel (33,001 to 60,000 lb)	Water Truck	0.0899	0.0229	0.2875	0.0003	0.0199	0.0131	31.68	0.0128	0.0033	0.0418	0.000040	0.00281	0.00189	4.21
34	Delivery Vehicle, Gas (>8500 lb)	1-Ton Truck w/ Lift	0.0705	0.0099	0.0789	0.0001	0.0060	0.0030	10.45	0.0202	0.0028	0.0224	0.000027	0.00162	0.00083	2.72
35	Delivery Vehicle, Gas (>8500 lb)	1-Ton Flatbed	0.0705	0.0099	0.0789	0.0001	0.0060	0.0030	10.45	0.0202	0.0028	0.0224	0.000027	0.00162	0.00083	2.72
36	Passenger Vehicle, Gas (<8500 lb)	Crew Van	0.0158	0.0017	0.0018	0.0000	0.0017	0.0004	2.10	0.0097	0.0010	0.0010	0.000011	0.00090	0.00019	1.10
36.1	Generator Sets	Hand Tools	0.4705	0.1352	0.9437	0.0011	0.0502	0.0462	93.33	0.0045	0.0013	0.0092	0.000010	0.00049	0.00045	0.87
37	Paving Equipment	Parking Lot Paint Machine	0.1598	0.0551	0.2642	0.0003	0.0185	0.0170	23.09	0.0067	0.0024	0.0112	0.000011	0.00079	0.00073	0.95
38	Passenger Vehicle, Gas (<8500 lb)	Pickup, small	0.0158	0.0017	0.0018	0.0000	0.0017	0.0004	2.10	0.0097	0.0010	0.0010	0.000011	0.00090	0.00019	1.10
39	Passenger Vehicle, Gas (<8500 lb)	Pickup, large	0.0158	0.0017	0.0018	0.0000	0.0017	0.0004	2.10	0.0097	0.0010	0.0010	0.000011	0.00090	0.00019	1.10
40	Passenger Vehicle, Gas (<8500 lb)	SUV	0.0158	0.0017	0.0018	0.0000	0.0017	0.0004	2.10	0.0097	0.0010	0.0010	0.000011	0.00090	0.00019	1.10
41	Concrete/Industrial Saws	Walk Behind Saw	0.0479	0.0144	0.0729	0.0001	0.0051	0.0047	7.33	0.0064	0.0020	0.0099	0.000012	0.00071	0.00065	0.96
42	Passenger Vehicle, Gas (<8500 lb)	Commute Vehicle	0.0263	0.0029	0.0029	0.0000	0.0029	0.0006	3.49	0.0097	0.0010	0.0010	0.000011	0.00090	0.00019	1.10

LAX Taxiway C13 and D Extension												
Construction - Equipment Emission Factors and Hourly Emissions												
		1										
No.	Equipment Category	Equipment Model	2010 CO EF (lb/mi) or (lb/hp-hr)	2010 ROG EF (lb/mi) or (lb/hp-hr)	2010 NOx EF (lb/mi) or (lb/hp-hr)	2010 SOx EF (lb/mi) or (lb/hp-hr)	2010 PM10 EF (lb/mi) or (lb/hp-hr)	2010 PM2.5 EF (lb/mi) or (lb/hp-hr)	2010 CO2 EF (lb/mi) or (lb/hp-hr)	BSFC (g/hp-hr)	Fuel Economy (mi/gal)	Avg speed (mi/hr)
1	HHDD Vehicle, Diesel (33,001 to 60,000 lb)	10 CY Ready Mix Trucks	0.0120	0.0030	0.0382	0.000041	0.00265	0.00174	4.21	NA	5.2	15
1.1	Cement and Mortar Mixers	Concrete Mixers	0.0057	0.0017	0.0088	0.000014	0.00055	0.00051	1.00	1.09	NA	-
2	Air Compressors	Air Compressor	0.0056	0.0018	0.0110	0.000012	0.00064	0.00059	1.01	0.70	NA	-
3	Welders	Arc Welders	0.0061	0.0020	0.0105	0.000012	0.00069	0.00064	0.98	0.80	NA	-
4	Pavers	Barber-Greene BG260C Paver	0.0068	0.0023	0.0119	0.000012	0.00078	0.00072	1.04	0.49	NA	-
5	Graders	CAT 14H Motor Grader	0.0062	0.0020	0.0113	0.000012	0.00071	0.00066	1.07	0.47	NA	-
6	Excavators	CAT 330C Excavator	0.0053	0.0016	0.0093	0.000011	0.00057	0.00053	0.99	0.47	NA	-
6.1	Excavators	CAT 330 Excavator	0.0053	0.0016	0.0093	0.000011	0.00057	0.00053	0.99	0.41	NA	-
6.2	Excavators	CAT 330C L Excavator	0.0053	0.0016	0.0093	0.000011	0.00057	0.00053	0.99	0.42	NA	-
7	Tractors/Loaders/Backhoes	CAT 428 Backhoe	0.0065	0.0020	0.0120	0.000016	0.00070	0.00064	1.33	0.55	NA	-
7.1	Scrapers	CAT 623 Scraper	0.0063	0.0018	0.0140	0.000013	0.00078	0.00072	1.17	0.47	NA	-
8	Rubber Tired Loaders	CAT 966 Loader	0.0059	0.0019	0.0112	0.000012	0.00063	0.00058	1.09	0.47	NA	-
8.1	Crawler Tractors	CAT 973 Track Loader	0.0064	0.0020	0.0121	0.000011	0.00070	0.00064	1.02	0.47	NA	-
9	Rubber Tired Loaders	CAT 988 Loader	0.0059	0.0019	0.0112	0.000012	0.00063	0.00058	1.09	0.47	NA	-
10	Rollers	CAT CB 634D Roller	0.0054	0.0016	0.0091	0.000011	0.00056	0.00051	0.90	0.49	NA	-
11	Plate Compactors	CAT CS 531D Compactor	0.0041	0.0008	0.0049	0.000010	0.00023	0.00022	0.67	0.65	NA	-
12	Plate Compactors	CAT CS 583E Compactors	0.0041	0.0008	0.0049	0.000010	0.00023	0.00022	0.67	0.65	NA	-
13	Rubber Tired Loaders	CAT IT 14G Loader	0.0059	0.0019	0.0112	0.000012	0.00063	0.00058	1.09	0.55	NA	-
14	Rubber Tired Loaders	CAT PS 300 B Rubber Tire	0.0059	0.0019	0.0112	0.000012	0.00063	0.00058	1.09	0.55	NA	-
15	Surfacing Equipment	CAT RM350B Reclaimer	0.0048	0.0014	0.0097	0.000010	0.00054	0.00049	0.93	0.41	NA	-
15.1	Air Compressors	Compressors (Gang Drills)	0.0056	0.0018	0.0110	0.000012	0.00064	0.00059	1.01	0.90	NA	-
16	HHDD Vehicle, Diesel (33,001 to 60,000 lb)	Concrete Pump Truck	0.0120	0.0030	0.0382	0.000041	0.00265	0.00174	4.21	NA	5.2	15
17	Crushing/Proc. Equipment	Crusher	0.0053	0.0018	0.0101	0.000011	0.00061	0.00056	0.95	0.47	NA	-
17.1	Forklifts	Deere 210LJ Skiploader	0.0057	0.0018	0.0092	0.000011	0.00064	0.00059	0.94	0.70	NA	-
18	Trenchers	Ditch Witch RT 55 Trencher	0.0067	0.0020	0.0118	0.000013	0.00067	0.00062	1.11	0.70	NA	-
19	HHDD Vehicle, Diesel (33,001 to 60,000 lb)	Flat Bed Truck	0.0120	0.0030	0.0382	0.000041	0.00265	0.00174	4.21	NA	5.2	25
20	HHDD Vehicle, Diesel (33,001 to 60,000 lb)	Fuel Truck	0.0120	0.0030	0.0382	0.000041	0.00265	0.00174	4.21	NA	5.2	15
21	Pavers	Gomaco GP-4000 Paver	0.0068	0.0023	0.0119	0.000012	0.00078	0.00072	1.04	0.47	NA	-
22	Pavers	Gomaco RTP-500 Belt Placers	0.0068	0.0023	0.0119	0.000012	0.00078	0.00072	1.04	0.47	NA	-
23	Paving Equipment	Gomaco TC-400 Cure /Texture Rig	0.0065	0.0023	0.0108	0.000011	0.00076	0.00070	0.94	0.70	NA	-
23.1	Forklifts	Gradall 544D Hi Lift	0.0057	0.0018	0.0092	0.000011	0.00064	0.00059	0.94	0.55	NA	-
24	Cranes	Grove Mobile Crane	0.0056	0.0019	0.0098	0.000010	0.00063	0.00058	0.88	0.55	NA	-
24.1	Aerial Lifts	JLG 460SJ Work Platform	0.0047	0.0014	0.0082	0.000011	0.00048	0.00044	0.88	0.70	NA	-
25	Other General Industrial Equipment	Light Plants	0.0046	0.0014	0.0090	0.000010	0.00050	0.00046	0.85	0.90	NA	-
25.1	Cranes	Manitowoc 11000 Crane	0.0056	0.0019	0.0098	0.000010	0.00063	0.00058	0.88	0.47	NA	-
26	HHDD Vehicle, Diesel (33,001 to 60,000 lb)	Mechanics Truck w/ Crane	0.0120	0.0030	0.0382	0.000041	0.00265	0.00174	4.21	NA	5.2	15
27	HHDD Vehicle, Diesel (33,001 to 60,000 lb)	Paint Truck	0.0120	0.0030	0.0382	0.000041	0.00265	0.00174	4.21	NA	5.2	15
27.1	Cement and Mortar Mixers	Putzmeister Concrete Pump	0.0057	0.0017	0.0088	0.000014	0.00055	0.00051	1.00	0.80	NA	-
28	Rollers	Sheepfoot Roller	0.0054	0.0016	0.0091	0.000011	0.00056	0.00051	0.90	0.47	NA	-
29	HHDD Vehicle, Diesel (33,001 to 60,000 lb)	Tri-Axle Dump Truck	0.0120	0.0030	0.0382	0.000041	0.00265	0.00174	4.21	NA	5.2	25
30	HHDD Vehicle, Diesel (33,001 to 60,000 lb)	Truck w/ Silicon Pump	0.0120	0.0030	0.0382	0.000041	0.00265	0.00174	4.21	NA	5.2	15
31	HHDD Vehicle, Diesel (33,001 to 60,000 lb)	Truck/Tractor Low Boy	0.0120	0.0030	0.0382	0.000041	0.00265	0.00174	4.21	NA	5.2	15
32	Sweepers/Scrubbers	Vacuum Sweeper	0.0065	0.0019	0.0098	0.000013	0.00064	0.00059	1.05	0.47	NA	-
33	HHDD Vehicle, Diesel (33,001 to 60,000 lb)	Water Truck	0.0120	0.0030	0.0382	0.000041	0.00265	0.00174	4.21	NA	5.2	15
34	Delivery Vehicle, Gas (>8500 lb)	1-Ton Truck w/ Lift	0.0184	0.0026	0.0206	0.000027	0.00157	0.00078	2.73	NA	11.3	15
35	Delivery Vehicle, Gas (>8500 lb)	1-Ton Flatbed	0.0184	0.0026	0.0206	0.000027	0.00157	0.00078	2.73	NA	11.3	15
36	Passenger Vehicle, Gas (<8500 lb)	Crew Van	0.0083	0.0009	0.0009	0.000011	0.00090	0.00019	1.10	NA	11.3	15
36.1	Generator Sets	Hand Tools	0.0044	0.0013	0.0088	0.000010	0.00047	0.00043	0.87	0.55	NA	-
37	Paving Equipment	Parking Lot Paint Machine	0.0065	0.0023	0.0108	0.000011	0.00076	0.00070	0.94	0.70	NA	-
38	Passenger Vehicle, Gas (<8500 lb)	Pickup, small	0.0083	0.0009	0.0009	0.000011	0.00090	0.00019	1.10	NA	16.9	15
39	Passenger Vehicle, Gas (<8500 lb)	Pickup, large	0.0083	0.0009	0.0009	0.000011	0.00090	0.00019	1.10	NA	16.9	15
40	Passenger Vehicle, Gas (<8500 lb)	SUV	0.0083	0.0009	0.0009	0.000011	0.00090	0.00019	1.10	NA	16.9	15
41	Concrete/Industrial Saws	Walk Behind Saw	0.0063	0.0019	0.0095	0.000012	0.00067	0.00061	0.96	1.00	NA	-
42	Passenger Vehicle, Gas (<8500 lb)	Commute Vehicle	0.0083	0.0009	0.0009	0.000011	0.00090	0.00019	1.10	NA	20.7	25

1	4	5	6	7	8	9	10	11	12	13
	Month 1	Month 2	Month 3	Month 4	Month 5	Month 6	Month 7	Month 8	Month 9	Month 10
Equipment	Monthly Vehicle Hours	Monthly Vehicle Hours	Monthly Vehicle Hours	Monthly Vehicle Hours	Monthly Vehicle Hours	Monthly Vehicle Hours	Monthly Vehicle Hours	Monthly Vehicle Hours	Monthly Vehicle Hours	Monthly Vehicle Hours
10 CY Ready Mix Trucks	-	-	280	330	330	-	400	480	80	40
Air Compressor	-	120	388	1,046	1,006	520	324	1,058	338	240
Arc Welders	-	-	-	-	-	300	-	600	420	-
Barber-Greene BG260C Paver	-	-	-	-	-	50	-	10	50	80
CAT 14H Motor Grader	-	-	130	20	40	120	240	80	480	390
CAT 330C L Excavator	-	240	770	1,640	2,060	1,610	1,360	2,450	890	680
CAT 428 Backhoe	140	240	470	700	780	850	250	920	790	690
CAT 623 Scraper	-	-	130	20	40	120	240	80	480	390
CAT 966 Loader	-	-	130	50	380	930	490	1,160	950	460
CAT 973 Track Loader	-	-	30	-	-	-	-	-	-	-
CAT 988 Loader	560	1,200	1,840	2,520	2,440	1,820	1,600	2,700	1,160	1,200
CAT CB 634D Roller	-	-	-	-	-	100	-	20	100	160
CAT CS 531D Compactor	-	-	-	-	-	120	-	390	-	50
CAT CS 583E Compactors	-	-	260	40	80	240	480	160	960	780
CAT IT 14G Loader	-	-	-	-	-	40	-	8	40	64
CAT PS 300 B Rubber Tire	-	-	-	-	-	50	-	10	50	80
CAT RM350B Reclaimer	-	-	130	20	40	120	240	80	480	390
Compressors (Gang Drills)	-	-	-	-	-	-	-	360	60	120
Concrete Pump Truck	-	-	70	40	40	-	60	120	20	10
Crusher	140	240	300	240	240	300	240	300	240	240
Deere 210LJ Skiploader	-	-	-	170	170	-	-	-	-	-
Ditch Witch RT 55 Trencher	-	-	-	50	130	100	-	60	60	170
Flat Bed Truck	56	96	188	192	192	356	100	382	218	250
Fuel Truck	656	1,088	464	192	192	240	192	240	192	192
Gomaco GP-4000 Paver	-	-	-	-	-	-	-	180	30	60
Gomaco RTP-500 Belt Placers	-	-	-	-	-	-	-	360	60	120
Gomaco TC-400 Cure /Texture Rig	-	-	-	-	-	-	-	180	30	60
Gradall 544D Hi Lift	-	-	-	170	240	300	230	90	1,310	30
Grove Mobile Crane	-	-	170	240	240	300	10	260	280	280
JLG 460SJ Work Platform	-	-	-	-	112	616	872	1,376	528	-
Light Plants	-	-	96	96	96	96	96	96	96	96
Manitowoc 11000 Crane	-	-	-	-	70	130	-	-	-	-
Mechanics Truck w/ Crane	984	1,632	696	288	288	360	288	360	288	288
Paint Truck	-	-	-	-	-	30	-	-	-	10
Putzmeister Concrete Pump	-	-	-	-	-	-	20	-	-	-
Sheepfoot Roller	-	-	-	-	70	240	10	300	260	20
Tri-Axle Dump Truck	-	960	3,690	7,150	8,910	7,180	6,400	11,510	6,310	6,000
Truck w/ Silicon Pump	-	-	-	-	-	-	-	30	-	10
Truck/Tractor Low Boy	-	-	-	-	-	300	-	600	420	-
Vacuum Sweeper	984	1,632	696	288	288	370	298	420	288	318
Water Truck	-	-	82	20	124	178	202	200	204	210
1-Ton Truck w/ Lift	-	-	-	-	-	16	16	96	-	48
1-Ton Flatbed	-	-	-	-	-	-	-	216	36	72
Crew Van	168	288	360	288	288	480	288	600	456	288
Hand Tools	-	-	30	170	240	130	20	-	-	-
Parking Lot Paint Machine	-	-	-	-	-	90	-	-	-	30
Pickup, small	-	-	88	88	88	88	88	88	88	88
Pickup, large	5,084	8,568	5,668	3,972	4,270	5,168	3,882	6,012	4,592	4,092
SUV	328	544	232	96	96	120	96	120	96	96
Walk Behind Saw	-	-	136	192	192	280	48	898	284	494

1	14	15	16	17	18	19	20	21	
	Month 11	Month 12	Month 13	Month 14	Month 15	Month 16	Month 17	Month 18	
Equipment	Monthly Vehicle Hours	Monthly Vehicle Hours	Monthly Vehicle Hours	Monthly Vehicle Hours	Monthly Vehicle Hours	Monthly Vehicle Hours	Monthly Vehicle Hours	Monthly Vehicle Hours	Total Vehicle Hours
10 CY Ready Mix Trucks	-	-	120	80	-	-	-	-	2,140
Air Compressor	140	216	314	252	212	-	16	-	6,190
Arc Welders	-	200	240	80	-	-	-	-	1,840
Barber-Greene BG260C Paver	40	20	30	80	60	50	30	-	500
CAT 14H Motor Grader	580	400	290	480	580	280	-	-	4,110
CAT 330C L Excavator	610	570	790	600	840	290	-	-	15,400
CAT 428 Backhoe	780	660	690	840	730	380	150	-	10,060
CAT 623 Scraper	580	400	290	480	580	280	-	-	4,110
CAT 966 Loader	660	630	650	600	720	290	-	-	8,100
CAT 973 Track Loader	-	-	-	-	-	-	-	-	30
CAT 988 Loader	1,200	1,000	1,220	1,000	1,320	960	400	-	24,140
CAT CB 634D Roller	80	40	60	160	120	100	60	-	1,000
CAT CS 531D Compactor	30	30	120	40	140	10	-	-	930
CAT CS 583E Compactors	1,160	800	580	960	1,160	560	-	-	8,220
CAT IT 14G Loader	32	16	24	64	48	40	24	-	400
CAT PS 300 B Rubber Tire	40	20	30	80	60	50	30	-	500
CAT RM350B Reclaimer	580	400	290	480	580	280	-	-	4,110
Compressors (Gang Drills)	40	140	400	700	180	140	-	-	2,140
Concrete Pump Truck	-	-	30	20	-	-	-	-	410
Crusher	300	240	240	240	300	240	100	-	4,140
Deere 210LJ Skiploader	-	-	-	-	-	-	-	-	340
Ditch Witch RT 55 Trencher	130	40	50	280	270	140	50	-	1,530
Flat Bed Truck	286	230	262	252	276	122	58	-	3,516
Fuel Truck	240	192	192	192	240	192	80	-	4,976
Gomaco GP-4000 Paver	20	70	200	350	90	70	-	-	1,070
Gomaco RTP-500 Belt Placers	40	140	400	700	180	140	-	-	2,140
Gomaco TC-400 Cure /Texture Rig	20	70	200	350	90	70	-	-	1,070
Gradall 544D Hi Lift	-	-	-	-	-	-	-	-	2,370
Grove Mobile Crane	350	280	280	280	160	-	-	-	3,130
JLG 460SJ Work Platform	-	-	-	-	-	-	-	-	3,504
Light Plants	96	96	96	96	96	96	96	-	1,440
Manitowoc 11000 Crane	-	-	-	-	-	-	-	-	200
Mechanics Truck w/ Crane	360	288	288	288	360	288	120	-	7,464
Paint Truck	10	10	-	20	40	20	20	-	160
Putzmeister Concrete Pump	-	-	-	-	-	-	-	-	20
Sheepfoot Roller	50	100	120	40	-	-	-	-	1,210
Tri-Axle Dump Truck	5,480	4,890	6,950	9,790	7,350	3,820	390	-	96,780
Truck w/ Silicon Pump	-	30	-	120	110	-	20	-	320
Truck/Tractor Low Boy	-	200	240	80	-	-	-	-	1,840
Vacuum Sweeper	360	328	338	448	570	288	140	-	8,054
Water Truck	240	228	246	492	478	140	20	-	3,064
1-Ton Truck w/ Lift	-	64	80	256	336	-	32	-	944
1-Ton Flatbed	24	84	240	420	108	84	-	-	1,284
Crew Van	360	368	384	320	360	288	120	-	5,704
Hand Tools	-	-	-	-	-	-	-	-	590
Parking Lot Paint Machine	30	30	-	60	120	60	60	-	480
Pickup, small	88	88	88	88	88	88	88	-	1,320
Pickup, large	4,794	3,904	4,184	4,874	5,178	3,636	1,416	-	79,294
SUV	120	96	96	96	120	96	40	-	2,488
Walk Behind Saw	320	614	824	1,924	1,478	140	140	-	7,964

LAX Taxiway C13 and D Extension									
Monthly CO Emissions (lbs)									
1	4	5	6	7	8	9	10	11	12
	Month 1	Month 2	Month 3	Month 4	Month 5	Month 6	Month 7	Month 8	Month 9
Equipment	lbs/mo	lbs/mo	lbs/mo	lbs/mo	lbs/mo	lbs/mo	lbs/mo	lbs/mo	lbs/mo
10 CY Ready Mix Trucks	-	-	27.01	31.83	31.83	-	38.58	46.30	7.72
Air Compressor	-	26.53	85.78	231.26	222.41	114.96	71.63	233.91	74.73
Arc Welders	-	-	-	-	-	27.75	-	55.51	38.85
Barber-Greene BG260C Paver	-	-	-	-	-	27.25	-	5.45	27.25
CAT 14H Motor Grader	-	-	90.84	13.98	27.95	83.86	167.71	55.90	335.42
CAT 330C L Excavator	-	158.24	507.69	1,081.32	1,358.24	1,061.54	896.70	1,615.39	586.81
CAT 428 Backhoe	38.15	65.39	128.06	190.73	212.53	231.60	68.12	250.68	215.26
CAT 623 Scraper	-	-	157.35	24.21	48.42	145.25	290.50	96.83	581.00
CAT 966 Loader	-	-	73.61	28.31	215.17	526.60	277.45	656.83	537.92
CAT 973 Track Loader	-	-	35.16	-	-	-	-	-	-
CAT 988 Loader	640.93	1,373.41	2,105.90	2,884.17	2,792.61	2,083.01	1,831.22	3,090.18	1,327.63
CAT CB 634D Roller	-	-	-	-	-	38.78	-	7.76	38.78
CAT CS 531D Compactor	-	-	-	-	-	34.73	-	112.87	-
CAT CS 583E Compactors	-	-	77.84	11.98	23.95	71.85	143.70	47.90	287.41
CAT IT 14G Loader	-	-	-	-	-	8.67	-	1.73	8.67
CAT PS 300 B Rubber Tire	-	-	-	-	-	11.93	-	2.39	11.93
CAT RM350B Reclaimer	-	-	213.78	32.89	65.78	197.33	394.67	131.56	789.33
Compressors (Gang Drills)	-	-	-	-	-	-	-	79.59	13.27
Concrete Pump Truck	-	-	6.75	3.86	3.86	-	5.79	11.57	1.93
Crusher	193.28	331.34	414.17	331.34	331.34	414.17	331.34	414.17	331.34
Deere 210LJ Skiploader	-	-	-	21.41	21.41	-	-	-	-
Ditch Witch RT 55 Trencher	-	-	-	10.12	26.30	20.23	-	12.14	12.14
Flat Bed Truck	9.00	15.43	30.22	30.87	30.87	57.23	16.08	61.41	35.05
Fuel Truck	63.28	104.94	44.76	18.52	18.52	23.15	18.52	23.15	18.52
Gomaco GP-4000 Paver	-	-	-	-	-	-	-	253.68	42.28
Gomaco RTP-500 Belt Placers	-	-	-	-	-	-	-	225.50	37.58
Gomaco TC-400 Cure /Texture Rig	-	-	-	-	-	-	-	41.06	6.84
Gradall 544D Hi Lift	-	-	-	31.86	44.98	56.23	43.11	16.87	245.53
Grove Mobile Crane	-	-	57.49	81.16	81.16	101.45	3.38	87.93	94.69
JLG 460SJ Work Platform	-	-	-	-	11.76	64.66	91.53	144.43	55.42
Light Plants	-	-	5.20	5.20	5.20	5.20	5.20	5.20	5.20
Manitowoc 11000 Crane	-	-	-	-	49.12	91.22	-	-	-
Mechanics Truck w/ Crane	94.91	157.42	67.13	27.78	27.78	34.72	27.78	34.72	27.78
Paint Truck	-	-	-	-	-	2.89	-	-	-
Putzmeister Concrete Pump	-	-	-	-	-	-	19.55	-	-
Sheepfoot Roller	-	-	-	-	43.44	148.93	6.21	186.17	161.35
Tri-Axle Dump Truck	-	154.33	593.21	1,149.44	1,432.38	1,154.26	1,028.87	1,850.35	1,014.40
Truck w/ Silicon Pump	-	-	-	-	-	-	-	2.89	-
Truck/Tractor Low Boy	-	-	-	-	-	28.94	-	57.87	40.51
Vacuum Sweeper	543.25	901.00	384.25	159.00	159.00	204.27	164.52	231.88	159.00
Water Truck	-	-	7.91	1.93	11.96	17.17	19.48	19.29	19.68
1-Ton Truck w/ Lift	-	-	-	-	-	1.23	1.23	7.40	-
1-Ton Flatbed	-	-	-	-	-	-	-	16.66	2.78
Crew Van	3.11	5.33	6.67	5.33	5.33	8.89	5.33	11.11	8.45
Hand Tools	-	-	14.54	82.38	116.31	63.00	9.69	-	-
Parking Lot Paint Machine	-	-	-	-	-	14.66	-	-	-
Pickup, small	-	-	1.63	1.63	1.63	1.63	1.63	1.63	1.63
Pickup, large	94.17	158.71	104.99	73.58	79.10	95.73	71.91	111.36	85.06
SUV	6.08	10.08	4.30	1.78	1.78	2.22	1.78	2.22	1.78
Walk Behind Saw	-	-	6.62	9.34	9.34	13.62	2.34	43.69	13.82
lbs/month -->	1,686.16	3,462.17	5,252.86	6,577.19	7,511.45	7,290.85	6,055.54	10,365.13	7,304.72
lbs/day -->	64.85	133.16	202.03	252.97	288.90	280.42	232.91	398.66	280.95
Peak Daily CO	**398.66**	**lbs/day**							
	Assumes 26 working days per month								

LAX Taxiway C13 and D Extension											
Monthly CO Emissions (lbs)											
1	13	14	15	16	17	18	19	20	21		
	Month 10	Month 11	Month 12	Month 13	Month 14	Month 15	Month 16	Month 17	Month 18	Total	Total
Equipment	lbs/mo	lbs/mo	lbs/mo	lbs/mo	lbs/mo	lbs/mo	lbs/mo	lbs/mo	lbs/mo	Project CO (lbs)	Project CO (tons)
10 CY Ready Mix Trucks	3.86	-	-	10.79	7.19	-	-	-	-	205	0.10
Air Compressor	53.06	30.95	47.75	67.15	53.89	45.34	-	3.42	-	1,363	0.68
Arc Welders	-	-	18.50	21.69	7.23	-	-	-	-	170	0.08
Barber-Greene BG260C Paver	43.60	21.80	10.90	15.89	42.37	31.78	26.48	15.89	-	269	0.13
CAT 14H Motor Grader	272.53	405.30	279.52	196.44	325.14	392.87	189.66	-	-	2,837	1.42
CAT 330C L Excavator	448.35	402.20	375.82	507.63	385.54	539.76	186.34	-	-	10,112	5.06
CAT 428 Backhoe	188.01	212.53	179.83	182.41	222.07	192.99	100.46	39.66	-	2,718	1.36
CAT 623 Scraper	472.06	702.04	484.16	337.55	558.70	675.10	325.91	-	-	4,899	2.45
CAT 966 Loader	260.47	373.71	356.73	356.33	328.92	394.71	158.98	-	-	4,546	2.27
CAT 973 Track Loader	-	-	-	-	-	-	-	-	-	35	0.02
CAT 988 Loader	1,373.41	1,373.41	1,144.51	1,351.85	1,108.08	1,462.66	1,063.75	443.23	-	27,450	13.72
CAT CB 634D Roller	62.06	31.03	15.51	22.76	60.71	45.53	37.94	22.76	-	384	0.19
CAT CS 531D Compactor	14.47	8.68	8.68	34.73	11.58	40.52	2.89	-	-	269	0.13
CAT CS 583E Compactors	233.52	347.29	239.51	173.64	287.41	347.29	167.66	-	-	2,461	1.23
CAT IT 14G Loader	13.88	6.94	3.47	5.04	13.44	10.08	8.40	5.04	-	85	0.04
CAT PS 300 B Rubber Tire	19.08	9.54	4.77	6.93	18.48	13.86	11.55	6.93	-	117	0.06
CAT RM350B Reclaimer	641.33	953.78	657.78	461.75	764.27	923.49	445.82	-	-	6,674	3.34
Compressors (Gang Drills)	26.53	8.84	30.95	85.54	149.70	38.49	29.94	-	-	463	0.23
Concrete Pump Truck	0.96	-	-	2.70	1.80	-	-	-	-	39	0.02
Crusher	331.34	414.17	331.34	321.28	321.28	401.60	321.28	133.87	-	5,669	2.83
Deere 210LJ Skiploader	-	-	-	-	-	-	-	-	-	43	0.02
Ditch Witch RT 55 Trencher	34.40	26.30	8.09	9.84	55.10	53.13	27.55	9.84	-	305	0.15
Flat Bed Truck	40.19	45.98	36.97	39.27	37.77	41.37	18.29	8.69	-	555	0.28
Fuel Truck	18.52	23.15	18.52	17.27	17.27	21.58	17.27	7.19	-	474	0.24
Gomaco GP-4000 Paver	84.56	28.19	98.65	273.97	479.44	123.28	95.89	-	-	1,480	0.74
Gomaco RTP-500 Belt Placers	75.17	25.06	87.69	243.52	426.17	109.59	85.23	-	-	1,316	0.66
Gomaco TC-400 Cure /Texture Rig	13.69	4.56	15.97	44.76	78.33	20.14	15.67	-	-	241	0.12
Gradall 544D Hi Lift	5.62	-	-	-	-	-	-	-	-	444	0.22
Grove Mobile Crane	94.69	118.36	94.69	91.55	91.55	52.31	-	-	-	1,050	0.53
JLG 460SJ Work Platform	-	-	-	-	-	-	-	-	-	368	0.18
Light Plants	5.20	5.20	5.20	5.04	5.04	5.04	5.04	5.04	-	77	0.04
Manitowoc 11000 Crane	-	-	-	-	-	-	-	-	-	140	0.07
Mechanics Truck w/ Crane	27.78	34.72	27.78	25.90	25.90	32.37	25.90	10.79	-	711	0.36
Paint Truck	0.96	0.96	0.96	-	1.80	3.60	1.80	1.80	-	15	0.01
Putzmeister Concrete Pump	-	-	-	-	-	-	-	-	-	20	0.01
Sheepfoot Roller	12.41	31.03	62.06	72.85	24.28	-	-	-	-	749	0.37
Tri-Axle Dump Truck	964.56	880.97	786.12	1,041.67	1,467.33	1,101.62	572.54	58.45	-	15,250	7.63
Truck w/ Silicon Pump	0.96	-	2.89	-	10.79	9.89	-	1.80	-	29	0.01
Truck/Tractor Low Boy	-	-	19.29	21.58	7.19	-	-	-	-	175	0.09
Vacuum Sweeper	175.56	198.75	181.08	183.12	242.71	308.81	156.03	75.85	-	4,428	2.21
Water Truck	20.26	23.15	21.99	22.12	44.24	42.99	12.59	1.80	-	287	0.14
1-Ton Truck w/ Lift	3.70	-	4.94	5.64	18.05	23.70	-	2.26	-	68	0.03
1-Ton Flatbed	5.55	1.85	6.48	16.93	29.62	7.62	5.92	-	-	93	0.05
Crew Van	5.33	6.67	6.82	6.07	5.06	5.69	4.55	1.90	-	102	0.05
Hand Tools	-	-	-	-	-	-	-	-	-	286	0.14
Parking Lot Paint Machine	4.89	4.89	4.89	-	9.59	19.18	9.59	9.59	-	77	0.04
Pickup, small	1.63	1.63	1.63	1.39	1.39	1.39	1.39	1.39	-	23	0.01
Pickup, large	75.80	88.80	72.32	66.12	77.02	81.83	57.46	22.38	-	1,416	0.71
SUV	1.78	2.22	1.78	1.52	1.52	1.90	1.52	0.63	-	45	0.02
Walk Behind Saw	24.03	15.57	29.87	39.51	92.25	70.87	6.71	6.71	-	384	0.19
lbs/month -->	6,155.77	6,870.23	5,786.43	6,391.72	7,917.20	7,693.94	4,198.01	896.91	-	101,416	50.71
lbs/day -->	236.76	264.24	222.55	245.84	304.51	295.92	161.46	34.50	-		
Peak Daily CO											

1	4	5	6	7	8	9	10	11	12
	Month 1	Month 2	Month 3	Month 4	Month 5	Month 6	Month 7	Month 8	Month 9
Equipment	lbs/mo	lbs/mo	lbs/mo	lbs/mo	lbs/mo	lbs/mo	lbs/mo	lbs/mo	lbs/mo
10 CY Ready Mix Trucks	-	-	6.94	8.18	8.18	-	9.91	11.89	1.98
Air Compressor	-	8.92	28.83	77.71	74.74	38.63	24.07	78.60	25.11
Arc Welders	-	-	-	-	-	9.52	-	19.04	13.33
Barber-Greene BG260C Paver	-	-	-	-	-	9.31	-	1.86	9.31
CAT 14H Motor Grader	-	-	29.81	4.59	9.17	27.52	55.03	18.34	110.07
CAT 330C L Excavator	-	50.05	160.59	342.04	429.63	335.78	283.64	510.97	185.62
CAT 428 Backhoe	12.15	20.83	40.80	60.77	67.71	73.79	21.70	79.87	68.58
CAT 623 Scraper	-	-	44.83	6.90	13.79	41.38	82.76	27.59	165.52
CAT 966 Loader	-	-	23.86	9.18	69.74	170.68	89.93	212.89	174.35
CAT 973 Track Loader	-	-	11.03	-	-	-	-	-	-
CAT 988 Loader	207.74	445.16	682.57	934.83	905.15	675.15	593.54	1,001.60	430.32
CAT CB 634D Roller	-	-	-	-	-	12.17	-	2.43	12.17
CAT CS 531D Compactor	-	-	-	-	-	6.71	-	21.80	-
CAT CS 583E Compactors	-	-	15.04	2.31	4.63	13.88	27.76	9.25	55.52
CAT IT 14G Loader	-	-	-	-	-	2.81	-	0.56	2.81
CAT PS 300 B Rubber Tire	-	-	-	-	-	3.87	-	0.77	3.87
CAT RM350B Reclaimer	-	-	63.26	9.73	19.46	58.39	116.79	38.93	233.57
Compressors (Gang Drills)	-	-	-	-	-	-	-	26.75	4.46
Concrete Pump Truck	-	-	1.73	0.99	0.99	-	1.49	2.97	0.50
Crusher	66.25	113.57	141.96	113.57	113.57	141.96	113.57	141.96	113.57
Deere 210LJ Skiploader	-	-	-	7.22	7.22	-	-	-	-
Ditch Witch RT 55 Trencher	-	-	-	3.06	7.97	6.13	-	3.68	3.68
Flat Bed Truck	2.31	3.96	7.76	7.93	7.93	14.70	4.13	15.77	9.00
Fuel Truck	16.25	26.95	11.49	4.76	4.76	5.95	4.76	5.95	4.76
Gomaco GP-4000 Paver	-	-	-	-	-	-	-	86.66	14.44
Gomaco RTP-500 Belt Placers	-	-	-	-	-	-	-	77.03	12.84
Gomaco TC-400 Cure /Texture Rig	-	-	-	-	-	-	-	14.56	2.43
Gradall 544D Hi Lift	-	-	-	10.75	15.17	18.96	14.54	5.69	82.81
Grove Mobile Crane	-	-	19.57	27.62	27.62	34.53	1.15	29.93	32.23
JLG 460SJ Work Platform	-	-	-	-	3.63	19.96	28.25	44.59	17.11
Light Plants	-	-	1.67	1.67	1.67	1.67	1.67	1.67	1.67
Manitowoc 11000 Crane	-	-	-	-	16.72	31.05	-	-	-
Mechanics Truck w/ Crane	24.38	40.43	17.24	7.13	7.13	8.92	7.13	8.92	7.13
Paint Truck	-	-	-	-	-	0.74	-	-	-
Putzmeister Concrete Pump	-	-	-	-	-	-	6.09	-	-
Sheepfoot Roller	-	-	-	-	13.63	46.72	1.95	58.39	50.61
Tri-Axle Dump Truck	-	39.64	152.35	295.21	367.88	296.45	264.25	475.23	260.53
Truck w/ Silicon Pump	-	-	-	-	-	-	-	0.74	-
Truck/Tractor Low Boy	-	-	-	-	-	7.43	-	14.86	10.40
Vacuum Sweeper	165.63	274.71	117.16	48.48	48.48	62.28	50.16	70.70	48.48
Water Truck	-	-	2.03	0.50	3.07	4.41	5.00	4.95	5.05
1-Ton Truck w/ Lift	-	-	-	-	-	0.17	0.17	1.02	-
1-Ton Flatbed	-	-	-	-	-	-	-	2.30	0.38
Crew Van	0.32	0.55	0.68	0.55	0.55	0.91	0.55	1.14	0.87
Hand Tools	-	-	4.30	24.36	34.40	18.63	2.87	-	-
Parking Lot Paint Machine	-	-	-	-	-	5.20	-	-	-
Pickup, small	-	-	0.17	0.17	0.17	0.17	0.17	0.17	0.17
Pickup, large	9.65	16.26	10.76	7.54	8.10	9.81	7.37	11.41	8.72
SUV	0.62	1.03	0.44	0.18	0.18	0.23	0.18	0.23	0.18
Walk Behind Saw	-	-	2.08	2.93	2.93	4.28	0.73	13.72	4.34
lbs/month -->	505.31	1,042.06	1,598.95	2,020.85	2,295.97	2,220.84	1,821.31	3,157.40	2,188.46
lbs/day -->	19.43	40.08	61.50	77.72	88.31	85.42	70.05	121.44	84.17
Peak Daily ROG	**121.44**	**lbs/day**							
	Assumes 26 working days per month								

1	13	14	15	16	17	18	19	20	21		
	Month 10	Month 11	Month 12	Month 13	Month 14	Month 15	Month 16	Month 17	Month 18	Total	Total
Equipment	lbs/mo	lbs/mo	lbs/mo	lbs/mo	lbs/mo	lbs/mo	lbs/mo	lbs/mo	lbs/mo	Project ROG (lbs)	Project ROG (tons)
10 CY Ready Mix Trucks	0.99	-	-	2.75	1.83	-	-	-	-	53	0.03
Air Compressor	17.83	10.40	16.05	22.18	17.80	14.97	-	1.13	-	457	0.23
Arc Welders	-	-	6.35	7.24	2.41	-	-	-	-	58	0.03
Barber-Greene BG260C Paver	14.89	7.45	3.72	5.30	14.14	10.61	8.84	5.30	-	91	0.05
CAT 14H Motor Grader	89.43	133.00	91.72	62.31	103.13	124.62	60.16	-	-	919	0.46
CAT 330C L Excavator	141.82	127.22	118.88	153.54	116.61	163.25	56.36	-	-	3,176	1.59
CAT 428 Backhoe	59.90	67.71	57.30	55.43	67.48	58.64	30.53	12.05	-	855	0.43
CAT 623 Scraper	134.48	200.00	137.93	95.18	157.55	190.37	91.90	-	-	1,390	0.70
CAT 966 Loader	84.42	121.13	115.62	112.31	103.67	124.41	50.11	-	-	1,462	0.73
CAT 973 Track Loader	-	-	-	-	-	-	-	-	-	11	0.01
CAT 988 Loader	445.16	445.16	370.96	426.09	349.25	461.01	335.28	139.70	-	8,849	4.42
CAT CB 634D Roller	19.46	9.73	4.87	6.91	18.44	13.83	11.52	6.91	-	118	0.06
CAT CS 531D Compactor	2.80	1.68	1.68	6.66	2.22	7.76	0.55	-	-	52	0.03
CAT CS 583E Compactors	45.11	67.09	46.27	33.28	55.08	66.55	32.13	-	-	474	0.24
CAT IT 14G Loader	4.50	2.25	1.12	1.59	4.24	3.18	2.65	1.59	-	27	0.01
CAT PS 300 B Rubber Tire	6.19	3.09	1.55	2.18	5.82	4.37	3.64	2.18	-	38	0.02
CAT RM350B Reclaimer	189.78	282.23	194.64	132.48	219.27	264.95	127.91	-	-	1,951	0.98
Compressors (Gang Drills)	8.92	2.97	10.40	28.25	49.44	12.71	9.89	-	-	154	0.08
Concrete Pump Truck	0.25	-	-	0.69	0.46	-	-	-	-	10	0.01
Crusher	113.57	141.96	113.57	107.36	107.36	134.20	107.36	44.73	-	1,930	0.97
Deere 210LJ Skiploader	-	-	-	-	-	-	-	-	-	14	0.01
Ditch Witch RT 55 Trencher	10.42	7.97	2.45	2.94	16.48	15.89	8.24	2.94	-	92	0.05
Flat Bed Truck	10.32	11.81	9.50	9.99	9.61	10.52	4.65	2.21	-	142	0.07
Fuel Truck	4.76	5.95	4.76	4.39	4.39	5.49	4.39	1.83	-	122	0.06
Gomaco GP-4000 Paver	28.89	9.63	33.70	91.44	160.01	41.15	32.00	-	-	498	0.25
Gomaco RTP-500 Belt Placers	25.68	8.56	29.96	81.28	142.23	36.57	28.45	-	-	443	0.22
Gomaco TC-400 Cure /Texture Rig	4.85	1.62	5.66	15.42	26.99	6.94	5.40	-	-	84	0.04
Gradall 544D Hi Lift	1.90	-	-	-	-	-	-	-	-	150	0.07
Grove Mobile Crane	32.23	40.29	32.23	30.31	30.31	17.32	-	-	-	355	0.18
JLG 460SJ Work Platform	-	-	-	-	-	-	-	-	-	114	0.06
Light Plants	1.67	1.67	1.67	1.60	1.60	1.60	1.60	1.60	-	25	0.01
Manitowoc 11000 Crane	-	-	-	-	-	-	-	-	-	48	0.02
Mechanics Truck w/ Crane	7.13	8.92	7.13	6.59	6.59	8.24	6.59	2.75	-	182	0.09
Paint Truck	0.25	0.25	0.25	-	0.46	0.92	0.46	0.46	-	4	0.00
Putzmeister Concrete Pump	-	-	-	-	-	-	-	-	-	6	0.00
Sheepfoot Roller	3.89	9.73	19.46	22.13	7.38	-	-	-	-	234	0.12
Tri-Axle Dump Truck	247.73	226.26	201.90	265.03	373.33	280.28	145.67	14.87	-	3,907	1.95
Truck w/ Silicon Pump	0.25	-	0.74	-	2.75	2.52	-	0.46	-	7	0.00
Truck/Tractor Low Boy	-	-	4.95	5.49	1.83	-	-	-	-	45	0.02
Vacuum Sweeper	53.53	60.60	55.21	53.01	70.27	89.40	45.17	21.96	-	1,335	0.67
Water Truck	5.20	5.95	5.65	5.63	11.26	10.94	3.20	0.46	-	73	0.04
1-Ton Truck w/ Lift	0.51	-	0.68	0.79	2.54	3.33	-	0.32	-	10	0.00
1-Ton Flatbed	0.77	0.26	0.90	2.38	4.16	1.07	0.83	-	-	13	0.01
Crew Van	0.55	0.68	0.70	0.67	0.56	0.63	0.50	0.21	-	11	0.01
Hand Tools	-	-	-	-	-	-	-	-	-	85	0.04
Parking Lot Paint Machine	1.73	1.73	1.73	-	3.30	6.61	3.30	3.30	-	27	0.01
Pickup, small	0.17	0.17	0.17	0.15	0.15	0.15	0.15	0.15	-	2	0.00
Pickup, large	7.77	9.10	7.41	7.31	8.52	9.05	6.36	2.48	-	148	0.07
SUV	0.18	0.23	0.18	0.17	0.17	0.21	0.17	0.07	-	5	0.00
Walk Behind Saw	7.55	4.89	9.38	11.84	27.64	21.23	2.01	2.01	-	118	0.06
lbs/month -->	1,837.40	2,039.31	1,729.00	1,880.27	2,308.70	2,225.49	1,227.98	271.68	-	30,371	15.19
lbs/day -->	70.67	78.43	66.50	72.32	88.80	85.60	47.23	10.45	-		
Peak Daily ROG											

1	4	5	6	7	8	9	10	11	12	13
	Month 1	Month 2	Month 3	Month 4	Month 5	Month 6	Month 7	Month 8	Month 9	Month 10
Equipment	lbs/mo	lbs/mo	lbs/mo	lbs/mo	lbs/mo	lbs/mo	lbs/mo	lbs/mo	lbs/mo	lbs/mo
10 CY Ready Mix Trucks	-	-	88.14	103.88	103.88	-	125.91	151.10	25.18	12.59
Air Compressor	-	52.35	169.27	456.33	438.88	226.86	141.35	461.56	147.46	104.70
Arc Welders	-	-	-	-	-	48.24	-	96.48	67.53	-
Barber-Greene BG260C Paver	-	-	-	-	-	48.57	-	9.71	48.57	77.72
CAT 14H Motor Grader	-	-	167.76	25.81	51.62	154.86	309.71	103.24	619.43	503.28
CAT 330C L Excavator	-	288.40	925.29	1,970.76	2,475.46	1,934.70	1,634.28	2,944.12	1,069.50	817.14
CAT 428 Backhoe	72.07	123.54	241.94	360.34	401.52	437.55	128.69	473.59	406.67	355.19
CAT 623 Scraper	-	-	354.31	54.51	109.02	327.06	654.11	218.04	1,308.23	1,062.93
CAT 966 Loader	-	-	141.15	54.29	412.59	1,009.75	532.02	1,259.48	1,031.47	499.45
CAT 973 Track Loader	-	-	66.77	-	-	-	-	-	-	-
CAT 988 Loader	1,228.98	2,633.54	4,038.09	5,530.42	5,354.86	3,994.20	3,511.38	5,925.45	2,545.75	2,633.54
CAT CB 634D Roller	-	-	-	-	-	66.96	-	13.39	66.96	107.14
CAT CS 531D Compactor	-	-	-	-	-	42.38	-	137.72	-	17.66
CAT CS 583E Compactors	-	-	94.98	14.61	29.22	87.67	175.35	58.45	350.69	284.94
CAT IT 14G Loader	-	-	-	-	-	16.63	-	3.33	16.63	26.61
CAT PS 300 B Rubber Tire	-	-	-	-	-	22.87	-	4.57	22.87	36.59
CAT RM350B Reclaimer	-	-	440.19	67.72	135.44	406.33	812.66	270.89	1,625.31	1,320.57
Compressors (Gang Drills)	-	-	-	-	-	-	-	157.05	26.18	52.35
Concrete Pump Truck	-	-	22.04	12.59	12.59	-	18.89	37.77	6.30	3.15
Crusher	371.92	637.57	796.97	637.57	637.57	796.97	637.57	796.97	637.57	637.57
Deere 210LJ Skiploader	-	-	-	35.71	35.71	-	-	-	-	-
Ditch Witch RT 55 Trencher	-	-	-	17.93	46.62	35.87	-	21.52	21.52	60.97
Flat Bed Truck	29.38	50.37	98.63	100.73	100.73	186.77	52.46	200.41	114.37	131.16
Fuel Truck	206.50	342.49	146.06	60.44	60.44	75.55	60.44	75.55	60.44	60.44
Gomaco GP-4000 Paver	-	-	-	-	-	-	-	452.24	75.37	150.75
Gomaco RTP-500 Belt Placers	-	-	-	-	-	-	-	401.99	67.00	134.00
Gomaco TC-400 Cure /Texture Rig	-	-	-	-	-	-	-	69.25	11.54	23.08
Gradall 544D Hi Lift	-	-	-	53.15	75.03	93.79	71.90	28.14	409.54	9.38
Grove Mobile Crane	-	-	102.79	145.11	145.11	181.39	6.05	157.21	169.30	169.30
JLG 460SJ Work Platform	-	-	-	-	20.47	112.58	159.36	251.47	96.49	-
Light Plants	-	-	10.30	10.30	10.30	10.30	10.30	10.30	10.30	10.30
Manitowoc 11000 Crane	-	-	-	-	87.82	163.10	-	-	-	-
Mechanics Truck w/ Crane	309.75	513.73	219.09	90.66	90.66	113.32	90.66	113.32	90.66	90.66
Paint Truck	-	-	-	-	-	9.44	-	-	-	3.15
Putzmeister Concrete Pump	-	-	-	-	-	-	30.52	-	-	-
Sheepfoot Roller	-	-	-	-	75.00	257.14	10.71	321.42	278.57	21.43
Tri-Axle Dump Truck	-	503.66	1,935.93	3,751.20	4,674.57	3,766.94	3,357.72	6,038.64	3,310.50	3,147.86
Truck w/ Silicon Pump	-	-	-	-	-	-	-	9.44	-	3.15
Truck/Tractor Low Boy	-	-	-	-	-	94.44	-	188.87	132.21	-
Vacuum Sweeper	847.31	1,405.29	599.31	247.99	247.99	318.60	256.60	361.66	247.99	273.82
Water Truck	-	-	25.81	6.30	39.03	56.03	63.59	62.96	64.22	66.11
1-Ton Truck w/ Lift	-	-	-	-	-	1.37	1.37	8.21	-	4.11
1-Ton Flatbed	-	-	-	-	-	-	-	18.48	3.08	6.16
Crew Van	0.32	0.55	0.69	0.55	0.55	0.92	0.55	1.15	0.88	0.55
Hand Tools	-	-	29.48	167.06	235.85	127.75	19.65	-	-	-
Parking Lot Paint Machine	-	-	-	-	-	24.73	-	-	-	8.24
Pickup, small	-	-	0.17	0.17	0.17	0.17	0.17	0.17	0.17	0.17
Pickup, large	9.77	16.47	10.90	7.64	8.21	9.94	7.46	11.56	8.83	7.87
SUV	0.63	1.05	0.45	0.18	0.18	0.23	0.18	0.23	0.18	0.18
Walk Behind Saw	-	-	10.33	14.59	14.59	21.28	3.65	68.24	21.58	37.54
lbs/month -->	3,076.63	6,569.01	10,736.84	13,998.55	16,131.70	15,283.24	12,885.28	21,995.33	15,217.03	12,973.49
lbs/day -->	118.33	252.65	412.96	538.41	620.45	587.82	495.59	845.97	585.27	498.98
Peak Daily NOx	**845.97**	**lbs/day**								
	Assumes 26 working days per month									

1	14	15	16	17	18	19	20	21		
	Month 11	Month 12	Month 13	Month 14	Month 15	Month 16	Month 17	Month 18	Total	Total
Equipment	lbs/mo	lbs/mo	lbs/mo	lbs/mo	lbs/mo	lbs/mo	lbs/mo	lbs/mo	Project NOx (lbs)	Project NOx (tons)
10 CY Ready Mix Trucks	-	-	34.50	23.00	-	-	-	-	668	0.33
Air Compressor	61.08	94.23	131.87	105.84	89.04	-	6.72	-	2,688	1.34
Arc Welders	-	32.16	37.19	12.40	-	-	-	-	294	0.15
Barber-Greene BG260C Paver	38.86	19.43	27.98	74.62	55.97	46.64	27.98	-	476	0.24
CAT 14H Motor Grader	748.47	516.19	354.87	587.38	709.75	342.64	-	-	5,195	2.60
CAT 330C L Excavator	733.02	684.96	898.55	682.44	955.42	329.85	-	-	18,344	9.17
CAT 428 Backhoe	401.52	339.75	335.45	408.37	354.90	184.74	72.92	-	5,099	2.55
CAT 623 Scraper	1,580.77	1,090.19	750.59	1,242.36	1,501.18	724.71	-	-	10,978	5.49
CAT 966 Loader	716.60	684.03	674.00	622.16	746.59	300.71	-	-	8,684	4.34
CAT 973 Track Loader	-	-	-	-	-	-	-	-	67	0.03
CAT 988 Loader	2,633.54	2,194.61	2,557.03	2,095.92	2,766.62	2,012.09	838.37	-	52,494	26.25
CAT CB 634D Roller	53.57	26.79	38.52	102.73	77.05	64.20	38.52	-	656	0.33
CAT CS 531D Compactor	10.59	10.59	41.82	13.94	48.79	3.48	-	-	327	0.16
CAT CS 583E Compactors	423.75	292.24	209.09	346.09	418.19	201.88	-	-	2,987	1.49
CAT IT 14G Loader	13.31	6.65	9.53	25.42	19.06	15.88	9.53	-	163	0.08
CAT PS 300 B Rubber Tire	18.30	9.15	13.11	34.95	26.21	21.84	13.11	-	224	0.11
CAT RM350B Reclaimer	1,963.92	1,354.43	933.56	1,545.20	1,867.12	901.37	-	-	13,645	6.82
Compressors (Gang Drills)	17.45	61.08	167.99	293.99	75.60	58.80	-	-	910	0.46
Concrete Pump Truck	-	-	8.63	5.75	-	-	-	-	128	0.06
Crusher	796.97	637.57	609.36	609.36	761.70	609.36	253.90	-	10,866	5.43
Deere 210LJ Skiploader	-	-	-	-	-	-	-	-	71	0.04
Ditch Witch RT 55 Trencher	46.62	14.35	17.31	96.93	93.46	48.46	17.31	-	539	0.27
Flat Bed Truck	150.05	120.67	125.55	120.76	132.26	58.46	27.79	-	1,801	0.90
Fuel Truck	75.55	60.44	55.20	55.20	69.00	55.20	23.00	-	1,542	0.77
Gomaco GP-4000 Paver	50.25	175.87	482.47	844.32	217.11	168.86	-	-	2,617	1.31
Gomaco RTP-500 Belt Placers	44.67	156.33	428.86	750.51	192.99	150.10	-	-	2,326	1.16
Gomaco TC-400 Cure /Texture Rig	7.69	26.93	73.97	129.44	33.29	25.89	-	-	401	0.20
Gradall 544D Hi Lift	-	-	-	-	-	-	-	-	741	0.37
Grove Mobile Crane	211.62	169.30	161.28	161.28	92.16	-	-	-	1,872	0.94
JLG 460SJ Work Platform	-	-	-	-	-	-	-	-	640	0.32
Light Plants	10.30	10.30	9.92	9.92	9.92	9.92	9.92	-	153	0.08
Manitowoc 11000 Crane	-	-	-	-	-	-	-	-	251	0.13
Mechanics Truck w/ Crane	113.32	90.66	82.81	82.81	103.51	82.81	34.50	-	2,313	1.16
Paint Truck	3.15	3.15	-	5.75	11.50	5.75	5.75	-	48	0.02
Putzmeister Concrete Pump	-	-	-	-	-	-	-	-	31	0.02
Sheepfoot Roller	53.57	107.14	123.27	41.09	-	-	-	-	1,289	0.64
Tri-Axle Dump Truck	2,875.04	2,565.50	3,330.41	4,691.33	3,522.09	1,830.53	186.89	-	49,489	24.74
Truck w/ Silicon Pump	-	9.44	-	34.50	31.63	-	5.75	-	94	0.05
Truck/Tractor Low Boy	-	62.96	69.00	23.00	-	-	-	-	570	0.29
Vacuum Sweeper	309.99	282.44	278.37	368.96	469.44	237.19	115.30	-	6,868	3.43
Water Truck	75.55	71.77	70.73	141.46	137.43	40.25	5.75	-	927	0.46
1-Ton Truck w/ Lift	-	5.48	6.31	20.20	26.51	-	2.52	-	76	0.04
1-Ton Flatbed	2.05	7.19	18.93	33.13	8.52	6.63	-	-	104	0.05
Crew Van	0.69	0.71	0.67	0.56	0.63	0.51	0.21	-	11	0.01
Hand Tools	-	-	-	-	-	-	-	-	580	0.29
Parking Lot Paint Machine	8.24	8.24	-	15.85	31.70	15.85	15.85	-	129	0.06
Pickup, small	0.17	0.17	0.15	0.15	0.15	0.15	0.15	-	2	0.00
Pickup, large	9.22	7.51	7.35	8.56	9.09	6.38	2.49	-	149	0.07
SUV	0.23	0.18	0.17	0.17	0.21	0.17	0.07	-	5	0.00
Walk Behind Saw	24.32	46.66	60.07	140.27	107.76	10.21	10.21	-	591	0.30
lbs/month -->	14,284.02	12,057.41	13,236.46	16,608.06	15,773.52	8,571.51	1,724.52	-	211,123	105.56
lbs/day -->	549.39	463.75	509.09	638.77	606.67	329.67	66.33	-		
Peak Daily NOx										

1	4	5	6	7	8	9	10	11	12	13	14
	Month 1	Month 2	Month 3	Month 4	Month 5	Month 6	Month 7	Month 8	Month 9	Month 10	Month 11
Equipment	lbs/mo, uncontrolled	lbs/mo, uncontrolled	lbs/mo, uncontrolled	lbs/mo, uncontrolled	lbs/mo, uncontrolled	lbs/mo, uncontrolled	lbs/mo, uncontrolled	lbs/mo, uncontrolled	lbs/mo, uncontrolled	lbs/mo, uncontrolled	lbs/mo, uncontrolled
10 CY Ready Mix Trucks	-	-	5.92	6.98	6.98	-	8.46	10.15	1.69	0.85	-
Air Compressor	-	3.10	10.01	26.99	25.96	13.42	8.36	27.30	8.72	6.19	3.61
Arc Welders	-	-	-	-	-	3.22	-	6.45	4.51	-	-
Barber-Greene BG260C Paver	-	-	-	-	-	3.20	-	0.64	3.20	5.12	2.56
CAT 14H Motor Grader	-	-	10.63	1.64	3.27	9.81	19.62	6.54	39.24	31.89	47.42
CAT 330C L Excavator	-	18.04	57.87	123.25	154.81	120.99	102.20	184.12	66.88	51.10	45.84
CAT 428 Backhoe	4.25	7.28	14.26	21.24	23.66	25.79	7.58	27.91	23.97	20.93	23.66
CAT 623 Scraper	-	-	19.79	3.04	6.09	18.27	36.53	12.18	73.07	59.37	88.29
CAT 966 Loader	-	-	8.15	3.14	23.84	58.33	30.74	72.76	59.59	28.85	41.40
CAT 973 Track Loader	-	-	3.88	-	-	-	-	-	-	-	-
CAT 988 Loader	71.00	152.14	233.28	319.50	309.36	230.75	202.86	342.32	147.07	152.14	152.14
CAT CB 634D Roller	-	-	-	-	-	4.20	-	0.84	4.20	6.72	3.36
CAT CS 531D Compactor	-	-	-	-	-	2.34	-	7.61	-	0.98	0.59
CAT CS 583E Compactors	-	-	5.24	0.81	1.61	4.84	9.68	3.23	19.37	15.73	23.40
CAT IT 14G Loader	-	-	-	-	-	0.96	-	0.19	0.96	1.54	0.77
CAT PS 300 B Rubber Tire	-	-	-	-	-	1.32	-	0.26	1.32	2.11	1.06
CAT RM350B Reclaimer	-	-	24.29	3.74	7.47	22.42	44.85	14.95	89.69	72.87	108.38
Compressors (Gang Drills)	-	-	-	-	-	-	-	9.29	1.55	3.10	1.03
Concrete Pump Truck	-	-	1.48	0.85	0.85	-	1.27	2.54	0.42	0.21	-
Crusher	22.54	38.64	48.30	38.64	38.64	48.30	38.64	48.30	38.64	38.64	48.30
Deere 210LJ Skiploader	-	-	-	2.51	2.51	-	-	-	-	-	-
Ditch Witch RT 55 Trencher	-	-	-	1.04	2.71	2.08	-	1.25	1.25	3.54	2.71
Flat Bed Truck	1.97	3.38	6.63	6.77	6.77	12.55	3.52	13.46	7.68	8.81	10.08
Fuel Truck	13.87	23.01	9.81	4.06	4.06	5.08	4.06	5.08	4.06	4.06	5.08
Gomaco GP-4000 Paver	-	-	-	-	-	-	-	29.81	4.97	9.94	3.31
Gomaco RTP-500 Belt Placers	-	-	-	-	-	-	-	26.50	4.42	8.83	2.94
Gomaco TC-400 Cure /Texture Rig	-	-	-	-	-	-	-	4.89	0.82	1.63	0.54
Gradall 544D Hi Lift	-	-	-	3.74	5.28	6.60	5.06	1.98	28.81	0.66	-
Grove Mobile Crane	-	-	6.63	9.36	9.36	11.71	0.39	10.14	10.93	10.93	13.66
JLG 460SJ Work Platform	-	-	-	-	1.23	6.77	9.59	15.13	5.81	-	-
Light Plants	-	-	0.58	0.58	0.58	0.58	0.58	0.58	0.58	0.58	0.58
Manitowoc 11000 Crane	-	-	-	-	5.67	10.53	-	-	-	-	-
Mechanics Truck w/ Crane	20.81	34.52	14.72	6.09	6.09	7.61	6.09	7.61	6.09	6.09	7.61
Paint Truck	-	-	-	-	-	0.63	-	-	-	0.21	0.21
Putzmeister Concrete Pump	-	-	-	-	-	-	2.03	-	-	-	-
Sheepfoot Roller	-	-	-	-	4.70	16.13	0.67	20.16	17.47	1.34	3.36
Tri-Axle Dump Truck	-	33.84	130.07	252.03	314.06	253.08	225.59	405.71	222.42	211.49	193.16
Truck w/ Silicon Pump	-	-	-	-	-	-	-	0.63	-	0.21	-
Truck/Tractor Low Boy	-	-	-	-	-	6.34	-	12.69	8.88	-	-
Vacuum Sweeper	57.00	94.54	40.32	16.68	16.68	21.43	17.26	24.33	16.68	18.42	20.85
Water Truck	-	-	1.73	0.42	2.62	3.76	4.27	4.23	4.31	4.44	5.08
1-Ton Truck w/ Lift	-	-	-	-	-	0.10	0.10	0.60	-	0.30	-
1-Ton Flatbed	-	-	-	-	-	-	-	1.34	0.22	0.45	0.15
Crew Van	0.29	0.50	0.62	0.50	0.50	0.83	0.50	1.03	0.79	0.50	0.62
Hand Tools	-	-	1.58	8.96	12.65	6.85	1.05	-	-	-	-
Parking Lot Paint Machine	-	-	-	-	-	1.75	-	-	-	0.58	0.58
Pickup, small	-	-	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15
Pickup, large	8.77	14.78	9.77	6.85	7.36	8.91	6.69	10.37	7.92	7.06	8.27
SUV	0.57	0.94	0.40	0.17	0.17	0.21	0.17	0.21	0.17	0.17	0.21
Walk Behind Saw	-	-	0.74	1.04	1.04	1.51	0.26	4.85	1.54	2.67	1.73
lbs/month -->	201.07	424.69	666.86	870.75	1,006.74	953.38	798.84	1,380.32	940.06	801.41	872.70
lbs/day -->	7.73	16.33	25.65	33.49	38.72	36.67	30.72	53.09	36.16	30.82	33.57
Peak Daily PM10	**53.09**	**lbs/day, uncontrolled**									
	Assumes 26 working days per month										

1	15	16	17	18	19	20	21	22	23	#
	Month 12	Month 13	Month 14	Month 15	Month 16	Month 17	Month 18			
Equipment	lbs/mo, uncontrolled	lbs/mo, uncontrolled	lbs/mo, uncontrolled	lbs/mo, uncontrolled	lbs/mo, uncontrolled	lbs/mo, uncontrolled	lbs/mo, un-controlled	Total Project PM10 (lbs), uncontrolled	Total Project PM10 (tons), uncontrolled	
10 CY Ready Mix Trucks	-	2.39	1.59	-	-	-	-	45.01	0.02	
Air Compressor	5.57	7.74	6.21	5.22	-	0.39	-	158.80	0.08	
Arc Welders	2.15	2.47	0.82	-	-	-	-	19.62	0.01	
Barber-Greene BG260C Paver	1.28	1.83	4.88	3.66	3.05	1.83	-	31.26	0.02	
CAT 14H Motor Grader	32.70	22.41	37.10	44.82	21.64	-	-	328.73	0.16	
CAT 330C L Excavator	42.84	54.95	41.73	58.42	20.17	-	-	1,143.20	0.57	
CAT 428 Backhoe	20.02	19.50	23.74	20.63	10.74	4.24	-	299.42	0.15	
CAT 623 Scraper	60.89	42.04	69.59	84.09	40.59	-	-	613.83	0.31	
CAT 966 Loader	39.52	38.31	35.37	42.44	17.09	-	-	499.53	0.25	
CAT 973 Track Loader	-	-	-	-	-	-	-	3.88	0.00	
CAT 988 Loader	126.79	145.36	119.14	157.27	114.38	47.66	-	3,023.15	1.51	
CAT CB 634D Roller	1.68	2.36	6.30	4.72	3.93	2.36	-	40.67	0.02	
CAT CS 531D Compactor	0.59	1.99	0.66	2.32	0.17	-	-	17.23	0.01	
CAT CS 583E Compactors	16.14	9.95	16.47	19.90	9.61	-	-	155.98	0.08	
CAT IT 14G Loader	0.38	0.54	1.44	1.08	0.90	0.54	-	9.32	0.00	
CAT PS 300 B Rubber Tire	0.53	0.74	1.99	1.49	1.24	0.74	-	12.81	0.01	
CAT RM350B Reclaimer	74.74	51.55	85.32	103.10	49.77	-	-	753.15	0.38	
Compressors (Gang Drills)	3.61	9.86	17.25	4.44	3.45	-	-	53.57	0.03	
Concrete Pump Truck	-	0.60	0.40	-	-	-	-	8.61	0.00	
Crusher	38.64	36.90	36.90	46.13	36.90	15.38	-	658.45	0.33	
Deere 210LJ Skiploader	-	-	-	-	-	-	-	5.03	0.00	
Ditch Witch RT 55 Trencher	0.83	0.99	5.52	5.33	2.76	0.99	-	31.01	0.02	
Flat Bed Truck	8.11	8.69	8.36	9.16	4.05	1.92	-	121.93	0.06	
Fuel Truck	4.06	3.82	3.82	4.78	3.82	1.59	-	104.12	0.05	
Gomaco GP-4000 Paver	11.59	31.56	55.22	14.20	11.04	-	-	171.65	0.09	
Gomaco RTP-500 Belt Placers	10.31	28.05	49.09	12.62	9.82	-	-	152.58	0.08	
Gomaco TC-400 Cure /Texture Rig	1.90	5.18	9.07	2.33	1.81	-	-	28.19	0.01	
Gradall 544D Hi Lift	-	-	-	-	-	-	-	52.13	0.03	
Grove Mobile Crane	10.93	10.36	10.36	5.92	-	-	-	120.68	0.06	
JLG 460SJ Work Platform	-	-	-	-	-	-	-	38.53	0.02	
Light Plants	0.58	0.55	0.55	0.55	0.55	0.55	-	8.51	0.00	
Manitowoc 11000 Crane	-	-	-	-	-	-	-	16.19	0.01	
Mechanics Truck w/ Crane	6.09	5.73	5.73	7.17	5.73	2.39	-	156.19	0.08	
Paint Truck	0.21	-	0.40	0.80	0.40	0.40	-	3.26	0.00	
Putzmeister Concrete Pump	-	-	-	-	-	-	-	2.03	0.00	
Sheepfoot Roller	6.72	7.56	2.52	-	-	-	-	80.63	0.04	
Tri-Axle Dump Truck	172.36	230.59	324.82	243.86	126.74	12.94	-	3,352.76	1.68	
Truck w/ Silicon Pump	0.63	-	2.39	2.19	-	0.40	-	6.46	0.00	
Truck/Tractor Low Boy	4.23	4.78	1.59	-	-	-	-	38.52	0.02	
Vacuum Sweeper	19.00	18.15	24.06	30.61	15.47	7.52	-	459.00	0.23	
Water Truck	4.82	4.90	9.79	9.52	2.79	0.40	-	63.09	0.03	
1-Ton Truck w/ Lift	0.40	0.48	1.53	2.01	-	0.19	-	5.71	0.00	
1-Ton Flatbed	0.52	1.44	2.52	0.65	0.50	-	-	7.79	0.00	
Crew Van	0.63	0.66	0.55	0.62	0.50	0.21	-	9.84	0.00	
Hand Tools	-	-	-	-	-	-	-	31.11	0.02	
Parking Lot Paint Machine	0.58	-	1.11	2.22	1.11	1.11	-	9.05	0.00	
Pickup, small	0.15	0.15	0.15	0.15	0.15	0.15	-	2.28	0.00	
Pickup, large	6.73	7.22	8.41	8.94	6.28	2.44	-	136.78	0.07	
SUV	0.17	0.17	0.17	0.21	0.17	0.07	-	4.29	0.00	
Walk Behind Saw	3.32	4.20	9.80	7.53	0.71	0.71	-	41.65	0.02	
lbs/month -->	742.95	826.71	1,044.45	971.10	528.04	107.12	-	13,137.19	6.57	
lbs/day -->	28.58	31.80	40.17	37.35	20.31	4.12	-			
Peak Daily PM10										

1	25										
			Month 1	Month 2	Month 3	Month 4	Month 5	Month 6	Month 7	Month 8	Month 9
Equipment	PM Trap Compatible ?	PM10 Reductions Achieved*	lbs/mo with DPF	lbs/mo with DPF	lbs/mo with DPF	lbs/mo with DPF	lbs/mo with DPF	lbs/mo with DPF	lbs/mo with DPF	lbs/mo with DPF	lbs/mo with DPF
10 CY Ready Mix Trucks		0.0%	-	-	5.92	6.98	6.98	-	8.46	10.15	1.69
Air Compressor		0.0%	-	3.10	10.01	26.99	25.96	13.42	8.36	27.30	8.72
Arc Welders		0.0%	-	-	-	-	-	3.22	-	6.45	4.51
Barber-Greene BG260C Paver	High	76.5%	-	-	-	-	-	0.75	-	0.15	0.75
CAT 14H Motor Grader	Low	8.5%	-	-	9.73	1.50	2.99	8.98	17.95	5.98	35.91
CAT 330C L Excavator	High	76.5%	-	4.24	13.60	28.96	36.38	28.43	24.02	43.27	15.72
CAT 428 Backhoe	Low	8.5%	3.89	6.66	13.05	19.43	21.65	23.60	6.94	25.54	21.93
CAT 623 Scraper	Low	8.5%	-	-	18.11	2.79	5.57	16.71	33.43	11.14	66.86
CAT 966 Loader	High	76.5%	-	-	1.92	0.74	5.60	13.71	7.22	17.10	14.00
CAT 973 Track Loader	High	76.5%	-	-	0.91	-	-	-	-	-	-
CAT 988 Loader	High	76.5%	16.68	35.75	54.82	75.08	72.70	54.23	47.67	80.45	34.56
CAT CB 634D Roller	Low	8.5%	-	-	-	-	-	3.84	-	0.77	3.84
CAT CS 531D Compactor	Medium	42.5%	-	-	-	-	-	1.35	-	4.37	-
CAT CS 583E Compactors	Medium	42.5%	-	-	3.02	0.46	0.93	2.78	5.57	1.86	11.14
CAT IT 14G Loader	High	76.5%	-	-	-	-	-	0.23	-	0.05	0.23
CAT PS 300 B Rubber Tire	Medium	42.5%	-	-	-	-	-	0.76	-	0.15	0.76
CAT RM350B Reclaimer	High	76.5%	-	-	5.71	0.88	1.76	5.27	10.54	3.51	21.08
Compressors (Gang Drills)		0.0%	-	-	-	-	-	-	-	9.29	1.55
Concrete Pump Truck		0.0%	-	-	1.48	0.85	0.85	-	1.27	2.54	0.42
Crusher	Medium	42.5%	12.96	22.22	27.77	22.22	22.22	27.77	22.22	27.77	22.22
Deere 210LJ Skiploader		0.0%	-	-	-	2.51	2.51	-	-	-	-
Ditch Witch RT 55 Trencher		0.0%	-	-	-	1.04	2.71	2.08	-	1.25	1.25
Flat Bed Truck		0.0%	1.97	3.38	6.63	6.77	6.77	12.55	3.52	13.46	7.68
Fuel Truck		0.0%	13.87	23.01	9.81	4.06	4.06	5.08	4.06	5.08	4.06
Gomaco GP-4000 Paver	Medium	42.5%	-	-	-	-	-	-	-	17.14	2.86
Gomaco RTP-500 Belt Placers	Medium	42.5%	-	-	-	-	-	-	-	15.24	2.54
Gomaco TC-400 Cure /Texture Rig	Medium	42.5%	-	-	-	-	-	-	-	2.81	0.47
Gradall 544D Hi Lift		0.0%	-	-	-	3.74	5.28	6.60	5.06	1.98	28.81
Grove Mobile Crane		0.0%	-	-	6.63	9.36	9.36	11.71	0.39	10.14	10.93
JLG 460SJ Work Platform		0.0%	-	-	-	-	1.23	6.77	9.59	15.13	5.81
Light Plants		0.0%	-	-	0.58	0.58	0.58	0.58	0.58	0.58	0.58
Manitowoc 11000 Crane		0.0%	-	-	-	-	5.67	10.53	-	-	-
Mechanics Truck w/ Crane		0.0%	20.81	34.52	14.72	6.09	6.09	7.61	6.09	7.61	6.09
Paint Truck		0.0%	-	-	-	-	-	0.63	-	-	-
Putzmeister Concrete Pump		0.0%	-	-	-	-	-	-	2.03	-	-
Sheepfoot Roller	High	76.5%	-	-	-	-	1.11	3.79	0.16	4.74	4.11
Tri-Axle Dump Truck		0.0%	-	33.84	130.07	252.03	314.06	253.08	225.59	405.71	222.42
Truck w/ Silicon Pump		0.0%	-	-	-	-	-	-	-	0.63	-
Truck/Tractor Low Boy		0.0%	-	-	-	-	-	6.34	-	12.69	8.88
Vacuum Sweeper		0.0%	57.00	94.54	40.32	16.68	16.68	21.43	17.26	24.33	16.68
Water Truck		0.0%	-	-	1.73	0.42	2.62	3.76	4.27	4.23	4.31
1-Ton Truck w/ Lift		0.0%	-	-	-	-	-	0.10	0.10	0.60	-
1-Ton Flatbed		0.0%	-	-	-	-	-	-	-	1.34	0.22
Crew Van		0.0%	0.29	0.50	0.62	0.50	0.50	0.83	0.50	1.03	0.79
Hand Tools		0.0%	-	-	1.58	8.96	12.65	6.85	1.05	-	-
Parking Lot Paint Machine		0.0%	-	-	-	-	-	1.75	-	-	-
Pickup, small		0.0%	-	-	0.15	0.15	0.15	0.15	0.15	0.15	0.15
Pickup, large		0.0%	8.77	14.78	9.77	6.85	7.36	8.91	6.69	10.37	7.92
SUV		0.0%	0.57	0.94	0.40	0.17	0.17	0.21	0.17	0.21	0.17
Walk Behind Saw		0.0%	-	-	0.74	1.04	1.04	1.51	0.26	4.85	1.54
lbs/month -->		**lbs/month -->**	136.81	277.46	389.79	507.82	604.19	577.92	481.18	839.15	604.15
lbs/day -->		**lbs/day -->**	5.26	10.67	14.99	19.53	23.24	22.23	18.51	32.27	23.24
Peak Daily PM10		**Peak Daily PM10**	**32.27**	**lbs/day, w/DPF**							

Assumes 26 working days per month

*Low = 10% probability that VDEC filter will be installed.

Medium = 50% probability that VDEC filter will be installed.

High = 90% probability that VDEC filter will be installed.

VDEC filter assumed to provide 85% reduction of PM10 emissions.

	Month 10	Month 11	Month 12	Month 13	Month 14	Month 15	Month 16	Month 17	Month 18		
Equipment	lbs/mo with DPF	lbs/mo with DPF	lbs/mo with DPF	lbs/mo with DPF	lbs/mo with DPF	lbs/mo with DPF	lbs/mo with DPF	lbs/mo with DPF	lbs/mo with DPF	Controlled Total Project PM10 (lbs)	Controlled Total Project PM10 (tons)
10 CY Ready Mix Trucks	0.85	-	-	2.39	1.59	-	-	-	-	45.01	0.0225
Air Compressor	6.19	3.61	5.57	7.74	6.21	5.22	-	0.39	-	158.80	0.0794
Arc Welders	-	-	2.15	2.47	0.82	-	-	-	-	19.62	0.0098
Barber-Greene BG260C Paver	1.20	0.60	0.30	0.43	1.15	0.86	0.72	0.43	-	7.35	0.0037
CAT 14H Motor Grader	29.18	43.39	29.92	20.51	33.94	41.01	19.80	-	-	300.79	0.1504
CAT 330C L Excavator	12.01	10.77	10.07	12.91	9.81	13.73	4.74	-	-	268.65	0.1343
CAT 428 Backhoe	19.15	21.65	18.32	17.84	21.72	18.88	9.83	3.88	-	273.97	0.1370
CAT 623 Scraper	54.32	80.79	55.71	38.47	63.67	76.94	37.14	-	-	561.65	0.2808
CAT 966 Loader	6.78	9.73	9.29	9.00	8.31	9.97	4.02	-	-	117.39	0.0587
CAT 973 Track Loader	-	-	-	-	-	-	-	-	-	0.91	0.0005
CAT 988 Loader	35.75	35.75	29.79	34.16	28.00	36.96	26.88	11.20	-	710.44	0.3552
CAT CB 634D Roller	6.15	3.07	1.54	2.16	5.76	4.32	3.60	2.16	-	37.22	0.0186
CAT CS 531D Compactor	0.56	0.34	0.34	1.14	0.38	1.33	0.10	-	-	9.91	0.0050
CAT CS 583E Compactors	9.05	13.46	9.28	5.72	9.47	11.44	5.52	-	-	89.69	0.0448
CAT IT 14G Loader	0.36	0.18	0.09	0.13	0.34	0.25	0.21	0.13	-	2.19	0.0011
CAT PS 300 B Rubber Tire	1.22	0.61	0.30	0.43	1.14	0.86	0.71	0.43	-	7.37	0.0037
CAT RM350B Reclaimer	17.13	25.47	17.56	12.11	20.05	24.23	11.70	-	-	176.99	0.0885
Compressors (Gang Drills)	3.10	1.03	3.61	9.86	17.25	4.44	3.45	-	-	53.57	0.0268
Concrete Pump Truck	0.21	-	-	0.60	0.40	-	-	-	-	8.61	0.0043
Crusher	22.22	27.77	22.22	21.22	21.22	26.52	21.22	8.84	-	378.61	0.1893
Deere 210LJ Skiploader	-	-	-	-	-	-	-	-	-	5.03	0.0025
Ditch Witch RT 55 Trencher	3.54	2.71	0.83	0.99	5.52	5.33	2.76	0.99	-	31.01	0.0155
Flat Bed Truck	8.81	10.08	8.11	8.69	8.36	9.16	4.05	1.92	-	121.93	0.0610
Fuel Truck	4.06	5.08	4.06	3.82	3.82	4.78	3.82	1.59	-	104.12	0.0521
Gomaco GP-4000 Paver	5.71	1.90	6.67	18.15	31.75	8.17	6.35	-	-	98.70	0.0493
Gomaco RTP-500 Belt Placers	5.08	1.69	5.93	16.13	28.23	7.26	5.65	-	-	87.73	0.0439
Gomaco TC-400 Cure /Texture Rig	0.94	0.31	1.09	2.98	5.21	1.34	1.04	-	-	16.21	0.0081
Gradall 544D Hi Lift	0.66	-	-	-	-	-	-	-	-	52.13	0.0261
Grove Mobile Crane	10.93	13.66	10.93	10.36	10.36	5.92	-	-	-	120.68	0.0603
JLG 460SJ Work Platform	-	-	-	-	-	-	-	-	-	38.53	0.0193
Light Plants	0.58	0.58	0.58	0.55	0.55	0.55	0.55	0.55	-	8.51	0.0043
Manitowoc 11000 Crane	-	-	-	-	-	-	-	-	-	16.19	0.0081
Mechanics Truck w/ Crane	6.09	7.61	6.09	5.73	5.73	7.17	5.73	2.39	-	156.19	0.0781
Paint Truck	0.21	0.21	0.21	-	0.40	0.80	0.40	0.40	-	3.26	0.0016
Putzmeister Concrete Pump	-	-	-	-	-	-	-	-	-	2.03	0.0010
Sheepfoot Roller	0.32	0.79	1.58	1.78	0.59	-	-	-	-	18.95	0.0095
Tri-Axle Dump Truck	211.49	193.16	172.36	230.59	324.82	243.86	126.74	12.94	-	3,352.76	1.6764
Truck w/ Silicon Pump	0.21	-	0.63	-	2.39	2.19	-	0.40	-	6.46	0.0032
Truck/Tractor Low Boy	-	-	4.23	4.78	1.59	-	-	-	-	38.52	0.0193
Vacuum Sweeper	18.42	20.85	19.00	18.15	24.06	30.61	15.47	7.52	-	459.00	0.2295
Water Truck	4.44	5.08	4.82	4.90	9.79	9.52	2.79	0.40	-	63.09	0.0315
1-Ton Truck w/ Lift	0.30	-	0.40	0.48	1.53	2.01	-	0.19	-	5.71	0.0029
1-Ton Flatbed	0.45	0.15	0.52	1.44	2.52	0.65	0.50	-	-	7.79	0.0039
Crew Van	0.50	0.62	0.63	0.66	0.55	0.62	0.50	0.21	-	9.84	0.0049
Hand Tools	-	-	-	-	-	-	-	-	-	31.11	0.0156
Parking Lot Paint Machine	0.58	0.58	0.58	-	1.11	2.22	1.11	1.11	-	9.05	0.0045
Pickup, small	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	-	2.28	0.0011
Pickup, large	7.06	8.27	6.73	7.22	8.41	8.94	6.28	2.44	-	136.78	0.0684
SUV	0.17	0.21	0.17	0.17	0.17	0.21	0.17	0.07	-	4.29	0.0021
Walk Behind Saw	2.67	1.73	3.32	4.20	9.80	7.53	0.71	0.71	-	41.65	0.0208
lbs/month -->	518.78	553.65	475.70	541.20	738.67	635.94	334.39	61.44	-	8,278.24	4.14
lbs/day -->	19.95	21.29	18.30	20.82	28.41	24.46	12.86	2.36	-		
Peak Daily PM10											

	1	4	5	6	7	8	9	10	11	12	13	14
		Month 1	Month 2	Month 3	Month 4	Month 5	Month 6	Month 7	Month 8	Month 9	Month 10	Month 11
	Equipment	lbs/mo, no controll	lbs/mo, no controll	lbs/mo, no controll	lbs/mo, no controll	lbs/mo, no controll	lbs/mo, no controll	lbs/mo, no controll	lbs/mo, no controll	lbs/mo, no controll	lbs/mo, no controll	lbs/mo, no controll
	10 CY Ready Mix Trucks	-	-	3.98	4.69	4.69	-	5.69	6.82	1.14	0.57	-
	Air Compressor	-	2.85	9.21	24.83	23.88	12.34	7.69	25.12	8.02	5.70	3.32
	Arc Welders	-	-	-	-	-	2.97	-	5.93	4.15	-	-
	Barber-Greene BG260C Paver	-	-	-	-	-	2.95	-	0.59	2.95	4.71	2.36
	CAT 14H Motor Grader	-	-	9.78	1.50	3.01	9.03	18.05	6.02	36.10	29.34	43.63
	CAT 330C L Excavator	-	16.59	53.24	113.39	142.42	111.31	94.03	169.39	61.53	47.01	42.17
	CAT 428 Backhoe	3.91	6.70	13.12	19.54	21.77	23.73	6.98	25.68	22.05	19.26	21.77
	CAT 623 Scraper	-	-	18.21	2.80	5.60	16.81	33.61	11.20	67.22	54.62	81.23
	CAT 966 Loader	-	-	7.50	2.89	21.93	53.67	28.28	66.94	54.82	26.55	38.09
	CAT 973 Track Loader	-	-	3.57	-	-	-	-	-	-	-	-
	CAT 988 Loader	65.32	139.97	214.62	293.94	284.61	212.29	186.63	314.93	135.31	139.97	139.97
	CAT CB 634D Roller	-	-	-	-	-	3.86	-	0.77	3.86	6.18	3.09
	CAT CS 531D Compactor	-	-	-	-	-	2.15	-	7.00	-	0.90	0.54
	CAT CS 583E Compactors	-	-	4.83	0.74	1.48	4.45	8.91	2.97	17.82	14.48	21.53
	CAT IT 14G Loader	-	-	-	-	-	0.88	-	0.18	0.88	1.41	0.71
	CAT PS 300 B Rubber Tire	-	-	-	-	-	1.22	-	0.24	1.22	1.94	0.97
	CAT RM350B Reclaimer	-	-	22.35	3.44	6.88	20.63	41.26	13.75	82.52	67.04	99.71
	Compressors (Gang Drills)	-	-	-	-	-	-	-	8.55	1.42	2.85	0.95
	Concrete Pump Truck	-	-	1.00	0.57	0.57	-	0.85	1.71	0.28	0.14	-
	Crusher	20.74	35.55	44.44	35.55	35.55	44.44	35.55	44.44	35.55	35.55	44.44
	Deere 210LJ Skiploader	-	-	-	2.31	2.31	-	-	-	-	-	-
	Ditch Witch RT 55 Trencher	-	-	-	0.96	2.49	1.92	-	1.15	1.15	3.26	2.49
	Flat Bed Truck	1.33	2.27	4.45	4.55	4.55	8.44	2.37	9.05	5.17	5.92	6.78
	Fuel Truck	9.33	15.47	6.60	2.73	2.73	3.41	2.73	3.41	2.73	2.73	3.41
	Gomaco GP-4000 Paver	-	-	-	-	-	-	-	27.43	4.57	9.14	3.05
	Gomaco RTP-500 Belt Placers	-	-	-	-	-	-	-	24.38	4.06	8.13	2.71
	Gomaco TC-400 Cure /Texture Rig	-	-	-	-	-	-	-	4.50	0.75	1.50	0.50
	Gradall 544D Hi Lift	-	-	-	3.44	4.86	6.07	4.65	1.82	26.51	0.61	-
	Grove Mobile Crane	-	-	6.10	8.62	8.62	10.77	0.36	9.33	10.05	10.05	12.56
	JLG 460SJ Work Platform	-	-	-	-	1.13	6.23	8.82	13.92	5.34	-	-
	Light Plants	-	-	0.53	0.53	0.53	0.53	0.53	0.53	0.53	0.53	0.53
	Manitowoc 11000 Crane	-	-	-	-	5.21	9.68	-	-	-	-	-
	Mechanics Truck w/ Crane	13.99	23.20	9.90	4.09	4.09	5.12	4.09	5.12	4.09	4.09	5.12
	Paint Truck	-	-	-	-	-	0.43	-	-	-	0.14	0.14
	Putzmeister Concrete Pump	-	-	-	-	-	-	1.87	-	-	-	-
	Sheepfoot Roller	-	-	-	-	4.33	14.84	0.62	18.55	16.07	1.24	3.09
	Tri-Axle Dump Truck	-	22.75	87.44	169.43	211.13	170.14	151.65	272.74	149.52	142.18	129.85
	Truck w/ Silicon Pump	-	-	-	-	-	-	-	0.43	-	0.14	-
	Truck/Tractor Low Boy	-	-	-	-	-	4.27	-	8.53	5.97	-	-
	Vacuum Sweeper	52.44	86.97	37.09	15.35	15.35	19.72	15.88	22.38	15.35	16.95	19.19
	Water Truck	-	-	1.17	0.28	1.76	2.53	2.87	2.84	2.90	2.99	3.41
	1-Ton Truck w/ Lift	-	-	-	-	-	0.05	0.05	0.30	-	0.15	-
	1-Ton Flatbed	-	-	-	-	-	-	-	0.69	0.11	0.23	0.08
	Crew Van	0.06	0.11	0.13	0.11	0.11	0.18	0.11	0.22	0.17	0.11	0.13
	Hand Tools	-	-	1.46	8.25	11.64	6.31	0.97	-	-	-	-
	Parking Lot Paint Machine	-	-	-	-	-	1.61	-	-	-	0.54	0.54
	Pickup, small	-	-	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03
	Pickup, large	1.86	3.14	2.08	1.46	1.56	1.89	1.42	2.20	1.68	1.50	1.76
	SUV	0.12	0.20	0.09	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04
	Walk Behind Saw	-	-	0.68	0.95	0.95	1.39	0.24	4.47	1.41	2.46	1.59
	lbs/month -->	169.09	355.77	563.56	727.00	835.83	798.31	666.83	1,146.30	795.07	672.87	741.47
	lbs/day -->	6.50	13.68	21.68	27.96	32.15	30.70	25.65	44.09	30.58	25.88	28.52
	Peak Daily PM2.5	**44.09**	**lbs/day, uncontrolled**									
		Assumes 26 working days per month										

1	15	16	17	18	19	20	21	22	23	#
	Month 12	Month 13	Month 14	Month 15	Month 16	Month 17	Month 18			
Equipment	lbs/mo, no controll	lbs/mo, no controll	lbs/mo, no controll	lbs/mo, no controll	lbs/mo, no controll	lbs/mo, no controll	lbs/mo, no controll	Total Project PM2.5 (lbs), uncontrolled	Total Project PM2.5 (tons), uncontrolled	
10 CY Ready Mix Trucks	-	1.57	1.05	-	-	-	-	30.20	0.02	
Air Compressor	5.13	7.12	5.71	4.81	-	0.36	-	146.10	0.07	
Arc Welders	1.98	2.27	0.76	-	-	-	-	18.05	0.01	
Barber-Greene BG260C Paver	1.18	1.68	4.49	3.37	2.81	1.68	-	28.76	0.01	
CAT 14H Motor Grader	30.09	20.62	34.13	41.24	19.91	-	-	302.43	0.15	
CAT 330C L Excavator	39.41	50.55	38.39	53.75	18.56	-	-	1,051.74	0.53	
CAT 428 Backhoe	18.42	17.94	21.84	18.98	9.88	3.90	-	275.47	0.14	
CAT 623 Scraper	56.02	38.68	64.02	77.36	37.35	-	-	564.72	0.28	
CAT 966 Loader	36.36	35.25	32.54	39.05	15.73	-	-	459.57	0.23	
CAT 973 Track Loader	-	-	-	-	-	-	-	3.57	0.00	
CAT 988 Loader	116.64	133.73	109.61	144.69	105.23	43.85	-	2,781.30	1.39	
CAT CB 634D Roller	1.55	2.17	5.79	4.34	3.62	2.17	-	37.42	0.02	
CAT CS 531D Compactor	0.54	1.83	0.61	2.14	0.15	-	-	15.85	0.01	
CAT CS 583E Compactors	14.85	9.15	15.15	18.31	8.84	-	-	143.50	0.07	
CAT IT 14G Loader	0.35	0.50	1.33	1.00	0.83	0.50	-	8.57	0.00	
CAT PS 300 B Rubber Tire	0.49	0.69	1.83	1.37	1.14	0.69	-	11.79	0.01	
CAT RM350B Reclaimer	68.76	47.43	78.50	94.85	45.79	-	-	692.90	0.35	
Compressors (Gang Drills)	3.32	9.07	15.87	4.08	3.17	-	-	49.29	0.02	
Concrete Pump Truck	-	0.39	0.26	-	-	-	-	5.77	0.00	
Crusher	35.55	33.95	33.95	42.44	33.95	14.15	-	605.77	0.30	
Deere 210LJ Skiploader	-	-	-	-	-	-	-	4.62	0.00	
Ditch Witch RT 55 Trencher	0.77	0.91	5.08	4.90	2.54	0.91	-	28.53	0.01	
Flat Bed Truck	5.45	5.71	5.49	6.02	2.66	1.26	-	81.47	0.04	
Fuel Truck	2.73	2.51	2.51	3.14	2.51	1.05	-	69.73	0.03	
Gomaco GP-4000 Paver	10.67	29.03	50.81	13.06	10.16	-	-	157.92	0.08	
Gomaco RTP-500 Belt Placers	9.48	25.81	45.16	11.61	9.03	-	-	140.37	0.07	
Gomaco TC-400 Cure /Texture Rig	1.75	4.77	8.34	2.15	1.67	-	-	25.93	0.01	
Gradall 544D Hi Lift	-	-	-	-	-	-	-	47.96	0.02	
Grove Mobile Crane	10.05	9.53	9.53	5.45	-	-	-	111.03	0.06	
JLG 460SJ Work Platform	-	-	-	-	-	-	-	35.45	0.02	
Light Plants	0.53	0.50	0.50	0.50	0.50	0.50	-	7.83	0.00	
Manitowoc 11000 Crane	-	-	-	-	-	-	-	14.90	0.01	
Mechanics Truck w/ Crane	4.09	3.77	3.77	4.71	3.77	1.57	-	104.59	0.05	
Paint Truck	0.14	-	0.26	0.52	0.26	0.26	-	2.16	0.00	
Putzmeister Concrete Pump	-	-	-	-	-	-	-	1.87	0.00	
Sheepfoot Roller	6.18	6.95	2.32	-	-	-	-	74.18	0.04	
Tri-Axle Dump Truck	115.87	151.49	213.39	160.21	83.27	8.50	-	2,239.56	1.12	
Truck w/ Silicon Pump	0.43	-	1.57	1.44	-	0.26	-	4.26	0.00	
Truck/Tractor Low Boy	2.84	3.14	1.05	-	-	-	-	25.80	0.01	
Vacuum Sweeper	17.48	16.70	22.13	28.16	14.23	6.92	-	422.28	0.21	
Water Truck	3.24	3.22	6.43	6.25	1.83	0.26	-	42.00	0.02	
1-Ton Truck w/ Lift	0.20	0.24	0.76	1.00	-	0.10	-	2.86	0.00	
1-Ton Flatbed	0.27	0.72	1.25	0.32	0.25	-	-	3.91	0.00	
Crew Van	0.13	0.14	0.12	0.13	0.11	0.04	-	2.09	0.00	
Hand Tools	-	-	-	-	-	-	-	28.62	0.01	
Parking Lot Paint Machine	0.54	-	1.02	2.04	1.02	1.02	-	8.32	0.00	
Pickup, small	0.03	0.03	0.03	0.03	0.03	0.03	-	0.48	0.00	
Pickup, large	1.43	1.54	1.79	1.91	1.34	0.52	-	29.09	0.01	
SUV	0.04	0.04	0.04	0.04	0.04	0.01	-	0.91	0.00	
Walk Behind Saw	3.05	3.86	9.02	6.93	0.66	0.66	-	38.32	0.02	
lbs/month -->	628.03	685.19	858.23	812.29	442.82	91.17	-	10,989.82	5.49	
lbs/day -->	24.15	26.35	33.01	31.24	17.03	3.51	-			
Peak Daily PM2.5										

1	25											
			Month 1	Month 2	Month 3	Month 4	Month 5	Month 6	Month 7	Month 8	Month 9	Month 10
Equipment	PM Trap Compatible ?	Emission Reductions Achieved*	lbs/mo with DPF	lbs/mo with DPF	lbs/mo with DPF	lbs/mo with DPF	lbs/mo with DPF	lbs/mo with DPF	lbs/mo with DPF	lbs/mo with DPF	lbs/mo with DPF	lbs/mo with DPF
10 CY Ready Mix Trucks		0.0%	-	-	3.98	4.69	4.69	-	5.69	6.82	1.14	0.57
Air Compressor		0.0%	-	2.85	9.21	24.83	23.88	12.34	7.69	25.12	8.02	5.70
Arc Welders		0.0%	-	-	-	-	-	2.97	-	5.93	4.15	-
Barber-Greene BG260C Paver	High	74.7%	-	-	-	-	-	0.75	-	0.15	0.75	1.19
CAT 14H Motor Grader	Low	8.3%	-	-	8.97	1.38	2.76	8.28	16.55	5.52	33.11	26.90
CAT 330C L Excavator	High	74.7%	-	4.20	13.49	28.73	36.08	28.20	23.82	42.92	15.59	11.91
CAT 428 Backhoe	Low	8.3%	3.58	6.14	12.03	17.92	19.97	21.76	6.40	23.55	20.22	17.66
CAT 623 Scraper	Low	8.3%	-	-	16.70	2.57	5.14	15.41	30.82	10.27	61.65	50.09
CAT 966 Loader	High	74.7%	-	-	1.90	0.73	5.56	13.60	7.16	16.96	13.89	6.73
CAT 973 Track Loader	High	74.7%	-	-	0.90	-	-	-	-	-	-	-
CAT 988 Loader	High	74.7%	16.55	35.46	54.38	74.47	72.11	53.79	47.28	79.79	34.28	35.46
CAT CB 634D Roller	Low	8.3%	-	-	-	-	-	3.54	-	0.71	3.54	5.67
CAT CS 531D Compactor	Medium	41.5%	-	-	-	-	-	1.26	-	4.09	-	0.52
CAT CS 583E Compactors	Medium	41.5%	-	-	2.82	0.43	0.87	2.61	5.21	1.74	10.43	8.47
CAT IT 14G Loader	High	74.7%	-	-	-	-	-	0.22	-	0.04	0.22	0.36
CAT PS 300 B Rubber Tire	Medium	41.5%	-	-	-	-	-	0.71	-	0.14	0.71	1.14
CAT RM350B Reclaimer	High	74.7%	-	-	5.66	0.87	1.74	5.23	10.45	3.48	20.91	16.99
Compressors (Gang Drills)		0.0%	-	-	-	-	-	-	-	8.55	1.42	2.85
Concrete Pump Truck		0.0%	-	-	1.00	0.57	0.57	-	0.85	1.71	0.28	0.14
Crusher	Medium	41.5%	12.14	20.80	26.01	20.80	20.80	26.01	20.80	26.01	20.80	20.80
Deere 210LJ Skiploader		0.0%	-	-	-	2.31	2.31	-	-	-	-	-
Ditch Witch RT 55 Trencher		0.0%	-	-	-	0.96	2.49	1.92	-	1.15	1.15	3.26
Flat Bed Truck		0.0%	1.33	2.27	4.45	4.55	4.55	8.44	2.37	9.05	5.17	5.92
Fuel Truck		0.0%	9.33	15.47	6.60	2.73	2.73	3.41	2.73	3.41	2.73	2.73
Gomaco GP-4000 Paver	Medium	41.5%	-	-	-	-	-	-	-	16.05	2.68	5.35
Gomaco RTP-500 Belt Placers	Medium	41.5%	-	-	-	-	-	-	-	14.27	2.38	4.76
Gomaco TC-400 Cure /Texture Rig	Medium	41.5%	-	-	-	-	-	-	-	2.64	0.44	0.88
Gradall 544D Hi Lift		0.0%	-	-	-	3.44	4.86	6.07	4.65	1.82	26.51	0.61
Grove Mobile Crane		0.0%	-	-	6.10	8.62	8.62	10.77	0.36	9.33	10.05	10.05
JLG 460SJ Work Platform		0.0%	-	-	-	-	1.13	6.23	8.82	13.92	5.34	-
Light Plants		0.0%	-	-	0.53	0.53	0.53	0.53	0.53	0.53	0.53	0.53
Manitowoc 11000 Crane		0.0%	-	-	-	-	5.21	9.68	-	-	-	-
Mechanics Truck w/ Crane		0.0%	13.99	23.20	9.90	4.09	4.09	5.12	4.09	5.12	4.09	4.09
Paint Truck		0.0%	-	-	-	-	-	0.43	-	-	-	0.14
Putzmeister Concrete Pump		0.0%	-	-	-	-	-	-	1.87	-	-	-
Sheepfoot Roller	High	74.7%	-	-	-	-	1.10	3.76	0.16	4.70	4.07	0.31
Tri-Axle Dump Truck		0.0%	-	22.75	87.44	169.43	211.13	170.14	151.65	272.74	149.52	142.18
Truck w/ Silicon Pump		0.0%	-	-	-	-	-	-	-	0.43	-	0.14
Truck/Tractor Low Boy		0.0%	-	-	-	-	-	4.27	-	8.53	5.97	-
Vacuum Sweeper		0.0%	52.44	86.97	37.09	15.35	15.35	19.72	15.88	22.38	15.35	16.95
Water Truck		0.0%	-	-	1.17	0.28	1.76	2.53	2.87	2.84	2.90	2.99
1-Ton Truck w/ Lift		0.0%	-	-	-	-	-	0.05	0.05	0.30	-	0.15
1-Ton Flatbed		0.0%	-	-	-	-	-	-	-	0.69	0.11	0.23
Crew Van		0.0%	0.06	0.11	0.13	0.11	0.11	0.18	0.11	0.22	0.17	0.11
Hand Tools		0.0%	-	-	1.46	8.25	11.64	6.31	0.97	-	-	-
Parking Lot Paint Machine		0.0%	-	-	-	-	-	1.61	-	-	-	0.54
Pickup, small		0.0%	-	-	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03
Pickup, large		0.0%	1.86	3.14	2.08	1.46	1.56	1.89	1.42	2.20	1.68	1.50
SUV		0.0%	0.12	0.20	0.09	0.04	0.04	0.04	0.04	0.04	0.04	0.04
Walk Behind Saw		0.0%	-	-	0.68	0.95	0.95	1.39	0.24	4.47	1.41	2.46
lbs/month -->		**lbs/month -->**	111.40	223.57	314.77	401.12	474.37	461.17	381.60	660.37	493.44	419.09
lbs/day -->		**lbs/day -->**	4.28	8.60	12.11	15.43	18.24	17.74	14.68	25.40	18.98	16.12
Peak Daily PM2.5		**Peak Daily PM2.5**	**25.40**	**lbs/day, w/DPF**								
	Assumes 26 working days per month											
	*Low = 10% probability that VDEC filter will be installed.											
	Medium = 50% probability that VDEC filter will be installed.											
	High = 90% probability that VDEC filter will be installed.											
	VDEC filter assumed to provide 85% reduction of PM10 emissions.											

	Month 11	Month 12	Month 13	Month 14	Month 15	Month 16	Month 17	Month 18		
Equipment	lbs/mo with DPF	lbs/mo with DPF	lbs/mo with DPF	lbs/mo with DPF	lbs/mo with DPF	lbs/mo with DPF	lbs/mo with DPF	lbs/mo with DPF	Controlled Total Project PM10 (lbs)	Controlled Total Project PM10 (tons)
10 CY Ready Mix Trucks	-	-	1.57	1.05	-	-	-	-	30.20	0.0151
Air Compressor	3.32	5.13	7.12	5.71	4.81	-	0.36	-	146.10	0.0730
Arc Welders	-	1.98	2.27	0.76	-	-	-	-	18.05	0.0090
Barber-Greene BG260C Paver	0.60	0.30	0.43	1.14	0.85	0.71	0.43	-	7.29	0.0036
CAT 14H Motor Grader	40.01	27.59	18.91	31.30	37.82	18.26	-	-	277.34	0.1387
CAT 330C L Excavator	10.69	9.98	12.81	9.73	13.62	4.70	-	-	266.47	0.1332
CAT 428 Backhoe	19.97	16.89	16.45	20.03	17.41	9.06	3.58	-	252.62	0.1263
CAT 623 Scraper	74.49	51.37	35.47	58.71	70.94	34.25	-	-	517.87	0.2589
CAT 966 Loader	9.65	9.21	8.93	8.24	9.89	3.98	-	-	116.44	0.0582
CAT 973 Track Loader	-	-	-	-	-	-	-	-	0.90	0.0005
CAT 988 Loader	35.46	29.55	33.88	27.77	36.66	26.66	11.11	-	704.67	0.3523
CAT CB 634D Roller	2.83	1.42	1.99	5.31	3.98	3.32	1.99	-	34.32	0.0172
CAT CS 531D Compactor	0.31	0.31	1.07	0.36	1.25	0.09	-	-	9.28	0.0046
CAT CS 583E Compactors	12.60	8.69	5.36	8.87	10.71	5.17	-	-	83.98	0.0420
CAT IT 14G Loader	0.18	0.09	0.13	0.34	0.25	0.21	0.13	-	2.17	0.0011
CAT PS 300 B Rubber Tire	0.57	0.28	0.40	1.07	0.80	0.67	0.40	-	6.90	0.0034
CAT RM350B Reclaimer	25.26	17.42	12.02	19.89	24.03	11.60	-	-	175.55	0.0878
Compressors (Gang Drills)	0.95	3.32	9.07	15.87	4.08	3.17	-	-	49.29	0.0246
Concrete Pump Truck	-	-	0.39	0.26	-	-	-	-	5.77	0.0029
Crusher	26.01	20.80	19.87	19.87	24.83	19.87	8.28	-	354.50	0.1772
Deere 210LJ Skiploader	-	-	-	-	-	-	-	-	4.62	0.0023
Ditch Witch RT 55 Trencher	2.49	0.77	0.91	5.08	4.90	2.54	0.91	-	28.53	0.0143
Flat Bed Truck	6.78	5.45	5.71	5.49	6.02	2.66	1.26	-	81.47	0.0407
Fuel Truck	3.41	2.73	2.51	2.51	3.14	2.51	1.05	-	69.73	0.0349
Gomaco GP-4000 Paver	1.78	6.24	16.99	29.73	7.65	5.95	-	-	92.41	0.0462
Gomaco RTP-500 Belt Placers	1.59	5.55	15.10	26.43	6.80	5.29	-	-	82.15	0.0411
Gomaco TC-400 Cure /Texture Rig	0.29	1.02	2.79	4.88	1.26	0.98	-	-	15.18	0.0076
Gradall 544D Hi Lift	-	-	-	-	-	-	-	-	47.96	0.0240
Grove Mobile Crane	12.56	10.05	9.53	9.53	5.45	-	-	-	111.03	0.0555
JLG 460SJ Work Platform	-	-	-	-	-	-	-	-	35.45	0.0177
Light Plants	0.53	0.53	0.50	0.50	0.50	0.50	0.50	-	7.83	0.0039
Manitowoc 11000 Crane	-	-	-	-	-	-	-	-	14.90	0.0074
Mechanics Truck w/ Crane	5.12	4.09	3.77	3.77	4.71	3.77	1.57	-	104.59	0.0523
Paint Truck	0.14	0.14	-	0.26	0.52	0.26	0.26	-	2.16	0.0011
Putzmeister Concrete Pump	-	-	-	-	-	-	-	-	1.87	0.0009
Sheepfoot Roller	0.78	1.57	1.76	0.59	-	-	-	-	18.79	0.0094
Tri-Axle Dump Truck	129.85	115.87	151.49	213.39	160.21	83.27	8.50	-	2,239.56	1.1198
Truck w/ Silicon Pump	-	0.43	-	1.57	1.44	-	0.26	-	4.26	0.0021
Truck/Tractor Low Boy	-	2.84	3.14	1.05	-	-	-	-	25.80	0.0129
Vacuum Sweeper	19.19	17.48	16.70	22.13	28.16	14.23	6.92	-	422.28	0.2111
Water Truck	3.41	3.24	3.22	6.43	6.25	1.83	0.26	-	42.00	0.0210
1-Ton Truck w/ Lift	-	0.20	0.24	0.76	1.00	-	0.10	-	2.86	0.0014
1-Ton Flatbed	0.08	0.27	0.72	1.25	0.32	0.25	-	-	3.91	0.0020
Crew Van	0.13	0.13	0.14	0.12	0.13	0.11	0.04	-	2.09	0.0010
Hand Tools	-	-	-	-	-	-	-	-	28.62	0.0143
Parking Lot Paint Machine	0.54	0.54	-	1.02	2.04	1.02	1.02	-	8.32	0.0042
Pickup, small	0.03	0.03	0.03	0.03	0.03	0.03	0.03	-	0.48	0.0002
Pickup, large	1.76	1.43	1.54	1.79	1.91	1.34	0.52	-	29.09	0.0145
SUV	0.04	0.04	0.04	0.04	0.04	0.04	0.01	-	0.91	0.0005
Walk Behind Saw	1.59	3.05	3.86	9.02	6.93	0.66	0.66	-	38.32	0.0192
lbs/month -->	454.99	388.06	428.81	583.66	511.35	268.94	50.15	-	6,626.86	3.31
lbs/day -->	17.50	14.93	16.49	22.45	19.67	10.34	1.93	-		
Peak Daily PM2.5										

1	4	5	6	7	8	9	10	11	12
	Month 1	Month 2	Month 3	Month 4	Month 5	Month 6	Month 7	Month 8	Month 9
Equipment	lbs/mo	lbs/mo	lbs/mo	lbs/mo	lbs/mo	lbs/mo	lbs/mo	lbs/mo	lbs/mo
10 CY Ready Mix Trucks	-	-	0.08	0.10	0.10	-	0.12	0.14	0.02
Air Compressor	-	0.05	0.18	0.47	0.45	0.24	0.15	0.48	0.15
Arc Welders	-	-	-	-	-	0.05	-	0.11	0.07
Barber-Greene BG260C Paver	-	-	-	-	-	0.05	-	0.01	0.05
CAT 14H Motor Grader	-	-	0.17	0.03	0.05	0.16	0.31	0.10	0.62
CAT 330C L Excavator	-	0.33	1.07	2.27	2.85	2.23	1.88	3.39	1.23
CAT 428 Backhoe	0.09	0.15	0.30	0.44	0.49	0.54	0.16	0.58	0.50
CAT 623 Scraper	-	-	0.31	0.05	0.09	0.28	0.56	0.19	1.13
CAT 966 Loader	-	-	0.15	0.06	0.43	1.06	0.56	1.32	1.08
CAT 973 Track Loader	-	-	0.06	-	-	-	-	-	-
CAT 988 Loader	1.29	2.77	4.24	5.81	5.63	4.20	3.69	6.23	2.68
CAT CB 634D Roller	-	-	-	-	-	0.08	-	0.02	0.08
CAT CS 531D Compactor	-	-	-	-	-	0.09	-	0.29	-
CAT CS 583E Compactors	-	-	0.20	0.03	0.06	0.18	0.37	0.12	0.73
CAT IT 14G Loader	-	-	-	-	-	0.02	-	0.00	0.02
CAT PS 300 B Rubber Tire	-	-	-	-	-	0.02	-	0.00	0.02
CAT RM350B Reclaimer	-	-	0.45	0.07	0.14	0.41	0.82	0.27	1.65
Compressors (Gang Drills)	-	-	-	-	-	-	-	0.16	0.03
Concrete Pump Truck	-	-	0.02	0.01	0.01	-	0.02	0.04	0.01
Crusher	0.37	0.64	0.80	0.64	0.64	0.80	0.64	0.80	0.64
Deere 210LJ Skiploader	-	-	-	0.04	0.04	-	-	-	-
Ditch Witch RT 55 Trencher	-	-	-	0.02	0.05	0.04	-	0.02	0.02
Flat Bed Truck	0.03	0.05	0.09	0.10	0.10	0.18	0.05	0.19	0.11
Fuel Truck	0.20	0.33	0.14	0.06	0.06	0.07	0.06	0.07	0.06
Gomaco GP-4000 Paver	-	-	-	-	-	-	-	0.44	0.07
Gomaco RTP-500 Belt Placers	-	-	-	-	-	-	-	0.39	0.07
Gomaco TC-400 Cure /Texture Rig	-	-	-	-	-	-	-	0.07	0.01
Gradall 544D Hi Lift	-	-	-	0.06	0.08	0.10	0.08	0.03	0.45
Grove Mobile Crane	-	-	0.10	0.14	0.14	0.17	0.01	0.15	0.16
JLG 460SJ Work Platform	-	-	-	-	0.03	0.14	0.20	0.32	0.12
Light Plants	-	-	0.01	0.01	0.01	0.01	0.01	0.01	0.01
Manitowoc 11000 Crane	-	-	-	-	0.08	0.16	-	-	-
Mechanics Truck w/ Crane	0.30	0.49	0.21	0.09	0.09	0.11	0.09	0.11	0.09
Paint Truck	-	-	-	-	-	0.01	-	-	-
Putzmeister Concrete Pump	-	-	-	-	-	-	0.05	-	-
Sheepfoot Roller	-	-	-	-	0.09	0.30	0.01	0.37	0.32
Tri-Axle Dump Truck	-	0.48	1.86	3.60	4.48	3.61	3.22	5.79	3.17
Truck w/ Silicon Pump	-	-	-	-	-	-	-	0.01	-
Truck/Tractor Low Boy	-	-	-	-	-	0.09	-	0.18	0.13
Vacuum Sweeper	1.09	1.81	0.77	0.32	0.32	0.41	0.33	0.47	0.32
Water Truck	-	-	0.02	0.01	0.04	0.05	0.06	0.06	0.06
1-Ton Truck w/ Lift	-	-	-	-	-	0.00	0.00	0.01	-
1-Ton Flatbed	-	-	-	-	-	-	-	0.02	0.00
Crew Van	0.00	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
Hand Tools	-	-	0.03	0.19	0.26	0.14	0.02	-	-
Parking Lot Paint Machine	-	-	-	-	-	0.02	-	-	-
Pickup, small	-	-	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pickup, large	0.10	0.17	0.12	0.08	0.09	0.11	0.08	0.12	0.09
SUV	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Walk Behind Saw	-	-	0.01	0.02	0.02	0.02	0.00	0.08	0.03
lbs/month -->	3.48	7.30	11.40	14.71	16.94	16.17	13.56	23.20	16.03
lbs/day -->	0.13	0.28	0.44	0.57	0.65	0.62	0.52	0.89	0.62
Peak Daily SOx	**0.89**	**lbs/day**							
	Assumes 26 working days per month								

1	13	14	15	16	17	18	19	20	21		
	Month 10	Month 11	Month 12	Month 13	Month 14	Month 15	Month 16	Month 17	Month 18		
Equipment	lbs/mo	lbs/mo	lbs/mo	lbs/mo	lbs/mo	lbs/mo	lbs/mo	lbs/mo	lbs/mo	Total Project SOx (lbs)	Total Project SOx (tons)
10 CY Ready Mix Trucks	0.01	-	-	0.04	0.02	-	-	-	-	0.65	0.00
Air Compressor	0.11	0.06	0.10	0.14	0.11	0.10	-	0.01	-	2.80	0.00
Arc Welders	-	-	0.04	0.04	0.01	-	-	-	-	0.33	0.00
Barber-Greene BG260C Paver	0.08	0.04	0.02	0.03	0.08	0.06	0.05	0.03	-	0.47	0.00
CAT 14H Motor Grader	0.50	0.75	0.52	0.38	0.62	0.75	0.36	-	-	5.32	0.00
CAT 330C L Excavator	0.94	0.84	0.79	1.09	0.83	1.16	0.40	-	-	21.32	0.01
CAT 428 Backhoe	0.44	0.49	0.42	0.44	0.53	0.46	0.24	0.09	-	6.36	0.00
CAT 623 Scraper	0.92	1.36	0.94	0.68	1.13	1.36	0.66	-	-	9.66	0.00
CAT 966 Loader	0.52	0.75	0.72	0.74	0.68	0.82	0.33	-	-	9.24	0.00
CAT 973 Track Loader	-	-	-	-	-	-	-	-	-	0.06	0.00
CAT 988 Loader	2.77	2.77	2.31	2.81	2.31	3.04	2.21	0.92	-	55.68	0.03
CAT CB 634D Roller	0.12	0.06	0.03	0.05	0.12	0.09	0.08	0.05	-	0.77	0.00
CAT CS 531D Compactor	0.04	0.02	0.02	0.09	0.03	0.10	0.01	-	-	0.69	0.00
CAT CS 583E Compactors	0.60	0.89	0.61	0.44	0.73	0.89	0.43	-	-	6.27	0.00
CAT IT 14G Loader	0.03	0.01	0.01	0.01	0.03	0.02	0.02	0.01	-	0.17	0.00
CAT PS 300 B Rubber Tire	0.04	0.02	0.01	0.01	0.04	0.03	0.02	0.01	-	0.24	0.00
CAT RM350B Reclaimer	1.34	1.99	1.37	1.00	1.65	1.99	0.96	-	-	14.12	0.01
Compressors (Gang Drills)	0.05	0.02	0.06	0.18	0.32	0.08	0.06	-	-	0.97	0.00
Concrete Pump Truck	0.00	-	-	0.01	0.01	-	-	-	-	0.12	0.00
Crusher	0.64	0.80	0.64	0.64	0.64	0.80	0.64	0.27	-	11.07	0.01
Deere 210LJ Skiploader	-	-	-	-	-	-	-	-	-	0.08	0.00
Ditch Witch RT 55 Trencher	0.07	0.05	0.02	0.02	0.11	0.10	0.05	0.02	-	0.59	0.00
Flat Bed Truck	0.13	0.14	0.12	0.14	0.13	0.14	0.06	0.03	-	1.78	0.00
Fuel Truck	0.06	0.07	0.06	0.06	0.06	0.07	0.06	0.02	-	1.51	0.00
Gomaco GP-4000 Paver	0.15	0.05	0.17	0.49	0.86	0.22	0.17	-	-	2.63	0.00
Gomaco RTP-500 Belt Placers	0.13	0.04	0.15	0.44	0.76	0.20	0.15	-	-	2.33	0.00
Gomaco TC-400 Cure /Texture Rig	0.02	0.01	0.03	0.08	0.14	0.03	0.03	-	-	0.41	0.00
Gradall 544D Hi Lift	0.01	-	-	-	-	-	-	-	-	0.81	0.00
Grove Mobile Crane	0.16	0.20	0.16	0.16	0.16	0.09	-	-	-	1.81	0.00
JLG 460SJ Work Platform	-	-	-	-	-	-	-	-	-	0.81	0.00
Light Plants	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	-	0.16	0.00
Manitowoc 11000 Crane	-	-	-	-	-	-	-	-	-	0.24	0.00
Mechanics Truck w/ Crane	0.09	0.11	0.09	0.09	0.09	0.11	0.09	0.04	-	2.27	0.00
Paint Truck	0.00	0.00	0.00	-	0.01	0.01	0.01	0.01	-	0.05	0.00
Putzmeister Concrete Pump	-	-	-	-	-	-	-	-	-	0.05	0.00
Sheepfoot Roller	0.02	0.06	0.12	0.15	0.05	-	-	-	-	1.50	0.00
Tri-Axle Dump Truck	3.02	2.76	2.46	3.60	5.07	3.81	1.98	0.20	-	49.11	0.02
Truck w/ Silicon Pump	0.00	-	0.01	-	0.04	0.03	-	0.01	-	0.10	0.00
Truck/Tractor Low Boy	-	-	0.06	0.07	0.02	-	-	-	-	0.56	0.00
Vacuum Sweeper	0.35	0.40	0.36	0.38	0.50	0.63	0.32	0.16	-	8.94	0.00
Water Truck	0.06	0.07	0.07	0.08	0.15	0.15	0.04	0.01	-	0.94	0.00
1-Ton Truck w/ Lift	0.00	-	0.01	0.01	0.03	0.03	-	0.00	-	0.10	0.00
1-Ton Flatbed	0.01	0.00	0.01	0.02	0.04	0.01	0.01	-	-	0.13	0.00
Crew Van	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.00	-	0.12	0.00
Hand Tools	-	-	-	-	-	-	-	-	-	0.65	0.00
Parking Lot Paint Machine	0.01	0.01	0.01	-	0.02	0.03	0.02	0.02	-	0.13	0.00
Pickup, small	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	-	0.03	0.00
Pickup, large	0.08	0.10	0.08	0.09	0.10	0.11	0.07	0.03	-	1.62	0.00
SUV	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	-	0.05	0.00
Walk Behind Saw	0.04	0.03	0.05	0.07	0.17	0.13	0.01	0.01	-	0.70	0.00
lbs/month -->	13.59	15.02	12.66	14.78	18.42	17.72	9.57	1.96	-	226.52	0.11
lbs/day -->	0.52	0.58	0.49	0.57	0.71	0.68	0.37	0.08	-		
Peak Daily SOx											

1	4	5	6	7	8	9	10	11	12	13
	Month 1	Month 2	Month 3	Month 4	Month 5	Month 6	Month 7	Month 8	Month 9	Month 10
Equipment	lbs/mo	lbs/mo	lbs/mo	lbs/mo	lbs/mo	lbs/mo	lbs/mo	lbs/mo	lbs/mo	lbs/mo
10 CY Ready Mix Trucks	-	-	8,869	10,453	10,453	-	12,670	15,204	2,534	1,267
Air Compressor	-	4,631	14,974	40,369	38,825	20,068	12,504	40,832	13,045	9,262
Arc Welders	-	-	-	-	-	4,347	-	8,694	6,086	-
Barber-Greene BG260C Paver	-	-	-	-	-	4,067	-	813	4,067	6,507
CAT 14H Motor Grader	-	-	15,034	2,313	4,626	13,878	27,756	9,252	55,511	45,103
CAT 330C L Excavator	-	29,020	93,106	198,303	249,087	194,675	164,446	296,245	107,615	82,223
CAT 428 Backhoe	7,534	12,916	25,294	37,672	41,978	45,745	13,454	49,512	42,516	37,134
CAT 623 Scraper	-	-	28,076	4,319	8,639	25,916	51,833	17,278	103,666	84,229
CAT 966 Loader	-	-	13,164	5,063	38,481	94,176	49,620	117,467	96,201	46,582
CAT 973 Track Loader	-	-	5,354	-	-	-	-	-	-	-
CAT 988 Loader	114,623	245,621	376,618	515,803	499,428	372,525	327,494	552,646	237,433	245,621
CAT CB 634D Roller	-	-	-	-	-	6,400	-	1,280	6,400	10,240
CAT CS 531D Compactor	-	-	-	-	-	5,688	-	18,485	-	2,370
CAT CS 583E Compactors	-	-	12,748	1,961	3,923	11,768	23,535	7,845	47,071	38,245
CAT IT 14G Loader	-	-	-	-	-	1,551	-	310	1,551	2,482
CAT PS 300 B Rubber Tire	-	-	-	-	-	2,133	-	427	2,133	3,413
CAT RM350B Reclaimer	-	-	40,285	6,198	12,395	37,186	74,372	24,791	148,745	120,855
Compressors (Gang Drills)	-	-	-	-	-	-	-	13,894	2,316	4,631
Concrete Pump Truck	-	-	2,217	1,267	1,267	-	1,901	3,801	634	317
Crusher	33,467	57,373	71,716	57,373	57,373	71,716	57,373	71,716	57,373	57,373
Deere 210LJ Skiploader	-	-	-	3,409	3,409	-	-	-	-	-
Ditch Witch RT 55 Trencher	-	-	-	1,635	4,250	3,270	-	1,962	1,962	5,558
Flat Bed Truck	2,956	5,068	9,925	10,136	10,136	18,794	5,279	20,167	11,509	13,198
Fuel Truck	20,779	34,463	14,698	6,082	6,082	7,602	6,082	7,602	6,082	6,082
Gomaco GP-4000 Paver	-	-	-	-	-	-	-	37,862	6,310	12,621
Gomaco RTP-500 Belt Placers	-	-	-	-	-	-	-	33,655	5,609	11,218
Gomaco TC-400 Cure /Texture Rig	-	-	-	-	-	-	-	5,820	970	1,940
Gradall 544D Hi Lift	-	-	-	5,073	7,162	8,953	6,864	2,686	39,095	895
Grove Mobile Crane	-	-	8,755	12,360	12,360	15,450	515	13,390	14,420	14,420
JLG 460SJ Work Platform	-	-	-	-	2,113	11,622	16,451	25,960	9,961	-
Light Plants	-	-	939	939	939	939	939	939	939	939
Manitowoc 11000 Crane	-	-	-	-	7,480	13,892	-	-	-	-
Mechanics Truck w/ Crane	31,169	51,695	22,046	9,123	9,123	11,403	9,123	11,403	9,123	9,123
Paint Truck	-	-	-	-	-	950	-	-	-	317
Putzmeister Concrete Pump	-	-	-	-	-	-	3,343	-	-	-
Sheepfoot Roller	-	-	-	-	7,168	24,576	1,024	30,720	26,624	2,048
Tri-Axle Dump Truck	-	50,681	194,806	377,470	470,386	379,054	337,875	607,647	333,124	316,758
Truck w/ Silicon Pump	-	-	-	-	-	-	-	950	-	317
Truck/Tractor Low Boy	-	-	-	-	-	9,503	-	19,005	13,304	-
Vacuum Sweeper	86,493	143,452	61,178	25,315	25,315	32,523	26,194	36,918	25,315	27,952
Water Truck	-	-	2,597	634	3,928	5,638	6,399	6,335	6,462	6,652
1-Ton Truck w/ Lift	-	-	-	-	-	167	167	1,000	-	500
1-Ton Flatbed	-	-	-	-	-	-	-	2,250	375	750
Crew Van	353	605	756	605	605	1,008	605	1,259	957	605
Hand Tools	-	-	2,800	15,866	22,399	12,133	1,867	-	-	-
Parking Lot Paint Machine	-	-	-	-	-	2,078	-	-	-	693
Pickup, small	-	-	185	185	185	185	185	185	185	185
Pickup, large	10,672	17,985	11,898	8,338	8,963	10,848	8,149	12,620	9,639	8,589
SUV	688	1,142	487	202	202	252	202	252	202	202
Walk Behind Saw	-	-	996	1,407	1,407	2,052	352	6,579	2,081	3,619
Commute Vehicle	-	-	-	-	-	-	-	-	-	-
lbs/month -->	308,735	654,651	1,039,522	1,359,870	1,570,085	1,484,729	1,248,570	2,137,659	1,459,142	1,243,033
lbs/day -->	11,874	25,179	39,982	52,303	60,388	57,105	48,022	82,218	56,121	47,809
Peak Daily PM2.5	**82,218**	**lbs/day, uncontrolled**								
	Assumes 26 working days per month									

1	14	15	16	17	18	19	20	21	22	23
	Month 11	Month 12	Month 13	Month 14	Month 15	Month 16	Month 17	Month 18	Total	Total
Equipment	lbs/mo	lbs/mo	lbs/mo	lbs/mo	lbs/mo	lbs/mo	lbs/mo	lbs/mo	Project CO2 (lbs)	Project CO2 (tons)
10 CY Ready Mix Trucks	-	-	3,801	2,534	-	-	-	-	67,787	34
Air Compressor	5,403	8,336	12,118	9,726	8,182	-	617	-	238,892	119
Arc Welders	-	2,898	3,478	1,159	-	-	-	-	26,662	13
Barber-Greene BG260C Paver	3,253	1,627	2,440	6,507	4,880	4,067	2,440	-	40,667	20
CAT 14H Motor Grader	67,076	46,260	33,538	55,511	67,076	32,382	-	-	475,317	238
CAT 330C L Excavator	73,759	68,922	95,524	72,550	101,570	35,066	-	-	1,862,110	931
CAT 428 Backhoe	41,978	35,519	37,134	45,207	39,287	20,451	8,073	-	541,402	271
CAT 623 Scraper	125,263	86,388	62,632	103,666	125,263	60,472	-	-	887,640	444
CAT 966 Loader	66,835	63,797	65,822	60,759	72,911	29,367	-	-	820,243	410
CAT 973 Track Loader	-	-	-	-	-	-	-	-	5,354	3
CAT 988 Loader	245,621	204,684	249,714	204,684	270,183	196,496	81,874	-	4,941,067	2,471
CAT CB 634D Roller	5,120	2,560	3,840	10,240	7,680	6,400	3,840	-	63,999	32
CAT CS 531D Compactor	1,422	1,422	5,688	1,896	6,636	474	-	-	44,080	22
CAT CS 583E Compactors	56,877	39,226	28,438	47,071	56,877	27,458	-	-	403,042	202
CAT IT 14G Loader	1,241	621	931	2,482	1,862	1,551	931	-	15,513	8
CAT PS 300 B Rubber Tire	1,706	853	1,280	3,413	2,560	2,133	1,280	-	21,330	11
CAT RM350B Reclaimer	179,733	123,954	89,867	148,745	179,733	86,768	-	-	1,273,628	637
Compressors (Gang Drills)	1,544	5,403	15,437	27,015	6,947	5,403	-	-	82,590	41
Concrete Pump Truck	-	-	950	634	-	-	-	-	12,987	6
Crusher	71,716	57,373	57,373	57,373	71,716	57,373	23,905	-	989,680	495
Deere 210LJ Skiploader	-	-	-	-	-	-	-	-	6,819	3
Ditch Witch RT 55 Trencher	4,250	1,308	1,635	9,155	8,828	4,577	1,635	-	50,025	25
Flat Bed Truck	15,099	12,142	13,833	13,305	14,572	6,441	3,062	-	185,625	93
Fuel Truck	7,602	6,082	6,082	6,082	7,603	6,082	2,534	-	157,621	79
Gomaco GP-4000 Paver	4,207	14,724	42,069	73,621	18,931	14,724	-	-	225,071	113
Gomaco RTP-500 Belt Placers	3,739	13,088	37,395	65,441	16,828	13,088	-	-	200,063	100
Gomaco TC-400 Cure /Texture Rig	647	2,263	6,466	11,316	2,910	2,263	-	-	34,594	17
Gradall 544D Hi Lift	-	-	-	-	-	-	-	-	70,729	35
Grove Mobile Crane	18,025	14,420	14,420	14,420	8,240	-	-	-	161,194	81
JLG 460SJ Work Platform	-	-	-	-	-	-	-	-	66,108	33
Light Plants	939	939	939	939	939	939	939	-	14,085	7
Manitowoc 11000 Crane	-	-	-	-	-	-	-	-	21,372	11
Mechanics Truck w/ Crane	11,403	9,123	9,123	9,123	11,404	9,123	3,801	-	236,432	118
Paint Truck	317	317	-	634	1,267	634	634	-	5,068	3
Putzmeister Concrete Pump	-	-	-	-	-	-	-	-	3,343	2
Sheepfoot Roller	5,120	10,240	12,288	4,096	-	-	-	-	123,902	62
Tri-Axle Dump Truck	289,306	258,158	366,946	516,892	388,065	201,688	20,591	-	5,109,448	2,555
Truck w/ Silicon Pump	-	950	-	3,801	3,485	-	634	-	10,137	5
Truck/Tractor Low Boy	-	6,335	7,603	2,534	-	-	-	-	58,284	29
Vacuum Sweeper	31,644	28,831	29,710	39,379	50,103	25,315	12,306	-	707,941	354
Water Truck	7,602	7,222	7,793	15,586	15,142	4,435	634	-	97,059	49
1-Ton Truck w/ Lift	-	667	836	2,675	3,511	-	334	-	9,857	5
1-Ton Flatbed	250	875	2,508	4,389	1,129	878	-	-	13,404	7
Crew Van	756	772	805	671	754	604	251	-	11,968	6
Hand Tools	-	-	-	-	-	-	-	-	55,063	28
Parking Lot Paint Machine	693	693	-	1,386	2,771	1,386	1,386	-	11,085	6
Pickup, small	185	185	184	184	184	184	184	-	2,769	1
Pickup, large	10,063	8,195	8,768	10,213	10,850	7,619	2,967	-	166,375	83
SUV	252	202	201	201	251	201	84	-	5,221	3
Walk Behind Saw	2,345	4,499	6,037	14,097	10,829	1,026	1,026	-	58,351	29
Commute Vehicle	-	-	-	-	-	-	-	-	-	-
lbs/month -->	1,362,989	1,152,071	1,345,647	1,681,312	1,601,959	867,068	175,962	-	20,693,004	10,347
lbs/day -->	52,423	44,310	51,756	64,666	61,614	33,349	6,768	-		
Peak Daily PM2.5										

LAX Taxiway C13 and D Extension
Transfer Truck Emissions

2009 EMFAC Emission Factors (lb/mi)[a]

Category	CO	ROG	NOx	SOx	PM10	PM2.5	CO2
HHDD Vehicle, Diesel (33,001 to 60,000 lb)	0.012822	0.003293	0.041846	0.000040	0.002811	0.001890	4.210808
Source: http://www.aqmd.gov/ceqa/handbook/onroad/onroad.html				Diesel ->	0.001996	0.001752	
				Fug Dust ->	0.000816	0.000138	

Transfer Truck Emissions (max pounds per day)[b]

	CO	ROG	NOx	SOx	PM10	PM2.5	CO2
Transfer Truck Emissions (293 loops/day x 2.2 mi/loop)	8.3	2.1	27.0	0.0	1.8	1.2	2714.3
Demolition Material Transfer Truck	1.0	0.2	2.4	0.0	0.1	0.1	319.9
Total	9.26	2.31	29.41	0.03	1.93	1.32	3034.17
				Diesel ->	1.37	1.22	lb/day
				Fug Dust ->	0.56	0.10	lb/day

Transfer Truck Emissions (tons per quarter)[c]

	CO	ROG	NOx	SOx	PM10	PM2.5	CO2
Transfer Truck Emissions (78 days/qtr)	0.32	0.08	1.05	0.001	0.07	0.05	105.86
Demolition Material Transfer Truck (78 days/qtr)	0.01	0.00	0.02	0.00	0.00	0.00	2.79

Onsite Truck Emissions (tons per year)[d]

Transfer Truck Emissions (tons/yr)	1.29	0.33	4.21	0.00	0.28	0.19	423.43
Demolition Material Transfer Truck Emissions (tons/yr)	0.04	0.01	0.09	0.00	0.00	0.00	11.16
Total Onsite Truck Emissions	1.33	0.34	4.30	0.00	0.29	0.19	434.59
Notes:				Diesel ->	0.20	0.18	tpy
				Fug Dust ->	0.08	0.01	tpy

[a] EMFAC factors for 2009 HHDD diesel vehicles used.

[b] Per HNTB Memo (14-July 2008) and Resource spreadsheet (LAX3_Peak_Week_REVISED_EIR#1.xls), 293 daily transfer truck trips will remain on-airport and will make a continuous loop of approximately 5 miles.

[c] 78 days/ quarter based on approximately 6 days per week.
Source: http://www.aqmd.gov/ceqa/handbook/onroad/onroad.html

[d] Maximum of 2009 and 2010 emissions

Highest (Most Conservative) EMFAC2007 (version 2.3)
Emission Factors for On-Road Passenger Vehicles & Delivery Trucks
Derived from Peak Emissions Inventory (Winter, Annual, Summer)
Emission factors were compiled by running the California Air Resources Board's EMFAC2007 (version 2.3) Burden Model, taking the weighted average of vehicle types and simplifying into two categories: Passenger Vehicles & Delivery Trucks.

These emission factors can be used to calculate on-road mobile source emissions for the vehicle categories listed in the tables below, by use of the following equation:
Emissions (pounds per day) = N x TL x EF
where N = number of trips, TL = trip length (miles/day), and EF = emission factor (pounds per mile)

This methodology replaces the old EMFAC emission factors in Tables A-9-5-J-1 through A-9-5-L in Appendix A9 of the current SCAQMD CEQA Handbook. All the emission factors account for the emissions from start, running and idling exhaust. In addition, the ROG emission factors include diurnal, hot soak, running and resting emissions, and the PM10 & PM2.5 emission factors include tire and brake wear.

Emission Factors for On-Road Heavy-Heavy-Duty Diesel Trucks
Projects in the SCAQMD
Derived from Peak Emissions Inventory (Winter, Annual, Summer)
Vehicle Class: Heavy-Heavy-Duty Diesel Trucks (33,001 to 60,000 pounds)
The following emission factors were compiled by running the California Air Resources Board's EMFAC2007 (version 2.3) Burden Model and extracting the Heavy-Heavy-Duty Diesel Truck (HHDT) Emission Factors.

These emission factors can be used to calculate on-road mobile source emissions for the vehicle/emission categories listed in the tables below, by use of the following equation:
Emissions (pounds per day) = N x TL x EF
where N = number of trips, TL = trip length (miles/day), and EF = emission factor (pounds per mile)

The HHDT-DSL vehicle/emission category accounts for all emissions from heavy-heavy-duty diesel trucks, including start, running and idling exhaust. In addition, ROG emission factors account for diurnal, hot soak, running and resting emissions, and the PM10 & PM2.5 emission factors account for tire and brake wear.

The HHDT-DSL, Exh vehicle/emission category includes only the exhaust portion of PM10 & PM2.5 emissions from heavy-heavy-duty diesel trucks.

Scenario Year: 2009
All model years in the range 1965 to 2009

HHDT-DSL	
CO	0.01282236
NOx	0.04184591
ROG	0.00329320
SOx	0.00004013
PM10	0.00199572
PM2.5	0.00175227
CO2	4.21080792

HHDT-DSL, Exh	
PM10	0.00185393
PM2.5	0.00170680

Scenario Year: 2010
All model years in the range 1966 to 2010

HHDT-DSL	
CO	0.01195456
NOx	0.03822102
ROG	0.00304157
SOx	0.00004131
PM10	0.00183062
PM2.5	0.00160083
CO2	4.21120578

HHDT-DSL, Exh	
PM10	0.00168861
PM2.5	0.00155435

Paved Road Fugitive Dust from "Improvement of Specific Emission Factors (BACM Project No. 1) Final Report," MRI, 1996.
Used High ADT, average conditions:

Paved Road Dust, lb/mi	
PM10	0.00081571
PM2.5	0.00013774

LAX Taxiway C13 and D Extension
Construction - Emission Factors for Onroad Equipment (Diesel and Gas)

2009 EMFAC Emission Factors (lb/mi)

Category	CO	ROG	NOx	SOx	PM10	PM2.5	CO2
Passenger Vehicle, Gas (<8500 lb)	0.009686	0.000992	0.001005	0.000011	0.000902	0.000192	1.097554
Delivery Vehicle, Gas (>8500 lb)	0.020161	0.002789	0.022366	0.000027	0.001621	0.000830	2.723305
HHDD Vehicle, Diesel (33,001 to 60,000 lb)	0.012822	0.003293	0.041846	0.000040	0.002811	0.001890	4.210808

Source: http://www.aqmd.gov/ceqa/handbook/onroad/onroad.htm

Peak Day Construction Worker and Delivery Trucks (lbs/day)[a.]

Category	CO	ROG	NOx	SOx	PM10	PM2.5	CO2
Passenger Vehicles (182/day x 60 miles round trip)[b.]	105.8	10.8	11.0	0.1	9.8	2.1	11985.3
Shuttle Bus - Parking to Staging (18/day x 10 mi / rnd trip)[c.]	3.6	0.5	4.0	0.0	0.3	0.1	490.2
Delivery Trucks (153/day x 40 mi/rnd trip)[d.]	78.5	20.2	256.1	0.2	17.2	11.6	25770.1
Total On-Road Off-site Emissions (lbs/day)	187.9	31.5	271.1	0.4	27.3	13.8	38245.6

Construction Worker and Delivery Trucks (tons per quarter)[e.]

Category	CO	ROG	NOx	SOx	PM10	PM2.5	CO2
Passenger Vehicles	4.1	0.4	0.4	0.0	0.4	0.1	467.4
Shuttle Bus - Parking to Staging	0.1	0.0	0.2	0.0	0.0	0.0	19.1
Delivery Trucks	3.1	0.8	10.0	0.0	0.7	0.5	1005.0
Total On-Road Off-site Emissions (tons/quarter)	7.3	1.2	10.6	0.0	1.1	0.5	1491.6

Notes:

[a.] Per HNTB Memo from T. Fermelia to J. Adams (LAWA), M. Patterson, J. Cordner, and R. Ijams (CDM), dated July 14, 2008, re: Updated - Resource Loaded Schedule for Taxiway C13 and D Extension (Including ARFF and Parking Lot Improvements); and file "LAX3_Peak_Week_REVISED_EIR#1.xls."

[b.] Passenger vehicles include contractor personnel and LAWA/CM/Inspector trips, and assumes an average of 1.15 passengers per vehicle.

[c.] Shuttle bus emissions assumed to be equivalent to gasoline delivery vehicle (>8500 lbs).

[d.] Delivery Trucks assumed to be on-road HHDD trucks, delivering cement, aggregate, base coarse material, and miscellaneous materials.

[e.] Assumes 78 working days per quarter, and peak daily emissions per quarter.

Highest (Most Conservative) EMFAC2007 (version 2.3)
Emission Factors for On-Road Passenger Vehicles & Delivery Trucks
Derived from Peak Emissions Inventory (Winter, Annual, Summer)
Emission factors were compiled by running the California Air Resources Board's EMFAC2007
(version 2.3) Burden Model, taking the weighted average of vehicle types and simplifying into two categories:
Passenger Vehicles & Delivery Trucks.

These emission factors can be used to calculate on-road mobile source emissions for the vehicle categories
listed in the tables below, by use of the following equation:
Emissions (pounds per day) = N x TL x EF
where N = number of trips, TL = trip length (miles/day), and EF = emission factor (pounds per mile)

This methodology replaces the old EMFAC emission factors in Tables A-9-5-J-1 through A-9-5-L in
Appendix A9 of the current SCAQMD CEQA Handbook. All the emission factors account for the emissions
from start, running and idling exhaust. In addition, the ROG emission factors include diurnal, hot soak, running
and resting emissions, and the PM10 & PM2.5 emission factors include tire and brake wear.

Emission Factors for On-Road Heavy-Heavy-Duty Diesel Trucks
Projects in the SCAQMD
Derived from Peak Emissions Inventory (Winter, Annual, Summer)
Vehicle Class: Heavy-Heavy-Duty Diesel Trucks (33,001 to 60,000 pounds)
The following emission factors were compiled by running the California Air Resources Board's EMFAC2007
(version 2.3) Burden Model and extracting the Heavy-Heavy-Duty Diesel Truck (HHDT) Emission Factors.

These emission factors can be used to calculate on-road mobile source emissions for the vehicle/emission
categories listed in the tables below, by use of the following equation:
Emissions (pounds per day) = N x TL x EF
where N = number of trips, TL = trip length (miles/day), and EF = emission factor (pounds per mile)

The HHDT-DSL vehicle/emission category accounts for all emissions from heavy-heavy-duty diesel trucks,
including start, running and idling exhaust. In addition, ROG emission factors account for diurnal, hot soak,
running and resting emissions, and the PM10 & PM2.5 emission factors account for tire and brake wear

The HHDT-DSL, Exh vehicle/emission category includes only the exhaust portion of PM10 & PM2.5 emissions
from heavy-heavy-duty diesel trucks.

Scenario Year: 2009
All model years in the range 1965 to 2009

HHDT-DSL	
CO	0.01282236
NOx	0.04184591
ROG	0.00329320
SOx	0.00004013
PM10	0.00199572
PM2.5	0.00175227
CO2	4.21080792

HHDT-DSL, Exh	
PM10	0.00185393
PM2.5	0.00170680

Scenario Year: 2010
All model years in the range 1966 to 2010

HHDT-DSL	
CO	0.01195456
NOx	0.03822102
ROG	0.00304157
SOx	0.00004131
PM10	0.00183062
PM2.5	0.00160083
CO2	4.21120578

HHDT-DSL, Exh	
PM10	0.00168861
PM2.5	0.00155435

Paved Road Fugitive Dust from "Improvement of Specific Emission Factors (BACM Project No. 1) Final Report," MRI, 1996
Used High ADT, average conditions:

Paved Road Dust, lb/mi	
PM10	0.00081571
PM2.5	0.00013774

LAX Taxiway C13 and D Extension																			
FUGITIVE DUST																			
Peak Daily PM10 Emissions (lbs/day)																			
UNMITIGATED																			
Construction Phase [a.]		Mo 1	Mo 2	Mo 3	Mo 4	Mo 5	Mo 6	Mo 7	Mo 8	Mo 9	Mo 10	Mo 11	Mo 12	Mo 13	Mo 14	Mo 15	Mo 16	Mo 17	Mo 18
Phase 1A						51.75	51.75	51.75	51.75	51.75									
Phase 1B					28.94	28.94	28.94												
Phase 1C			4.03		0.34	0.34													
Phase 1D				0.42	0.42	5.45	1.85	1.85	0.42	0.42									
Phase 1E																			
Phase 1F															5.00	0.03			
Phase 2A								23.36	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00			
Phase 2B														8.40					
Phase 2C														13.20	15.80				
Phase 3A									39.60	47.60	47.60	8.00							
Phase 3B															8.46	3.00			
Phase 4A					4.57	4.57	23.80	23.80	23.80	4.40	4.40								
Phase 4B											6.80	8.80	8.80						
Phase 4C													8.39	6.80					
Phase 4D														43.40	43.40	0.01			
Phase 5A														8.60	10.60				
Phase 5B					4.30									18.40	9.20				
Phase 6A																11.40	8.20	2.00	
Phase 7A																20.14	2.20		
Phase 8A									0.06	0.06						11.40	0.20		
Phase 9A					104.00	104.00	104.00												
Constr Dust Subtotal, lb/day		-	4.03	0.42	142.57	195.05	210.34	100.76	215.63	204.23	158.80	116.80	117.19	198.80	192.46	145.98	10.60	2.00	-
Rock Crushing [b.]		1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22	1.22
Batch Plant [c.]		9.74	9.74	9.74	9.74	9.74	9.74	9.74	9.74	9.74	9.74	9.74	9.74	9.74	9.74	9.74	9.74	9.74	9.74
Storage Piles [d.]		1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40
PM10 On-Site Constr Dust, lb/day		**12.36**	**16.39**	**12.78**	**154.93**	**207.41**	**222.70**	**113.12**	**227.99**	**216.59**	**171.16**	**129.16**	**129.55**	**211.16**	**204.82**	**158.34**	**22.96**	**14.36**	**12.36**

a. Construction site demolition and excavation fugitive dust emissions calculated for Phases 1A - 9A from URBEMIS 2007 v.9.2.4.

b. USEPA AP42 Emission Factor 11.19.2-2 - Crushed Stone Processing and Pulverized Mineral Processing (August 2004); 100 tons/day assumed to be maximum daily crushing/screening rate.

c. USEPA AP42 Emission Factor 11.12 - Concrete Batching (June 2006).

d. EPA's Fugitive Dust Background Document and Technical Information Document for Best Available Control Measures (September 1992) Appendix F, Construction and Operational Emission Calculation Methodologies, Equation F-4 and Table F-4; and SCAQMD CEQA Handbook, Table A9-9-E.

LAX Taxiway C13 and D Extension																			
FUGITIVE DUST																			
Peak Daily PM2.5 Emissions (lbs/day)																			
UNMITIGATED																			
Construction Phase [a.]		Mo 1	Mo 2	Mo 3	Mo 4	Mo 5	Mo 6	Mo 7	Mo 8	Mo 9	Mo 10	Mo 11	Mo 12	Mo 13	Mo 14	Mo 15	Mo 16	Mo 17	Mo 18
Phase 1A						10.81	10.81	10.81	10.81	10.81									
Phase 1B					6.02	6.02	6.02												
Phase 1C			0.84		0.07	0.07													
Phase 1D				0.09	0.09	1.13	0.38	0.38	0.09	0.09									
Phase 1E																			
Phase 1F															1.04	0.01			
Phase 2A								4.86	20.88	20.88	20.88	20.88	20.88	20.88	20.88	20.88			
Phase 2B														1.75					
Phase 2C														2.76	3.30				
Phase 3A									8.27	9.94	9.94	1.67							
Phase 3B															1.76	0.63			
Phase 4A					0.95	0.95	4.97	4.97	4.97	0.92	0.92								
Phase 4B											1.42	1.84	1.84						
Phase 4C													1.75	1.42					
Phase 4D														9.06	9.06				
Phase 5A														1.80	2.21				
Phase 5B					0.90									3.84	1.92				
Phase 6A																2.37	1.71	0.42	
Phase 7A																4.19	0.46		
Phase 8A									0.01	0.01						2.37	0.04		
Phase 9A					21.72	21.72	21.72												
Constr Dust Subtotal, lb/day		-	0.84	0.09	29.75	40.70	43.90	21.02	45.03	42.65	33.16	24.39	24.47	41.51	40.17	30.45	2.21	0.42	-
Rock Crushing [b.]		0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35
Batch Plant [c.]		1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46
Storage Piles [d.]		0.29	0.29	0.29	0.29	0.29	0.29	0.29	0.29	0.29	0.29	0.29	0.29	0.29	0.29	0.29	0.29	0.29	0.29
PM2.5 On-Site Constr Dust, lb/day		**2.10**	**2.94**	**2.19**	**31.85**	**42.80**	**46.00**	**23.12**	**47.13**	**44.75**	**35.26**	**26.49**	**26.57**	**43.61**	**42.27**	**32.55**	**4.31**	**2.52**	**2.10**

a. Construction site demolition and excavation fugitive dust emissions calculated for Phases 1A - 9A from URBEMIS 2007 v.9.2.4.

b. USEPA AP42 Section 11.19.2-2 - Crushed Stone Processing and Pulverized Mineral Processing; 100 tons/day assumed to be maximum daily crushing/screening rate.;
PM2.5/PM10 size ratios from CEIDARS PM Profile size fractions for screening, crushing, and construction dust.

c. USEPA AP42 Section 11.12 - Concrete Batching (June 2006).

d. EPA's Fugitive Dust Background Document and Technical Information Document for Best Available Control Measures (September 1992) Appendix F, Construction and Operational Emission Calculation Methodologies, Equation F-4 and Table F-4;
and SCAQMD CEQA Handbook, Table A9-9-E; PM2.5/PM10 size ratio from CEIDARS PM Profile size fractions for construction dust.

LAX Taxiway C13 and D Extension																			
FUGITIVE DUST																			
Peak Daily PM10 Emissions (lbs/day)																			
MITIGATED [a.]																			
Construction Phase [b.]		Mo 1	Mo 2	Mo 3	Mo 4	Mo 5	Mo 6	Mo 7	Mo 8	Mo 9	Mo 10	Mo 11	Mo 12	Mo 13	Mo 14	Mo 15	Mo 16	Mo 17	Mo 18
Phase 1A						7.18	5.05	5.05	5.05	5.05									
Phase 1B					28.94	28.94	28.94												
Phase 1C			4.03		0.34	0.34													
Phase 1D				0.42	0.42	5.45	1.85	1.85	0.42	0.42									
Phase 1E																			
Phase 1F															2.93	0.05			
Phase 2A								23.36	9.76	9.76	9.76	9.76	9.76	9.76	9.76	9.76			
Phase 2B														3.97					
Phase 2C														12.05	1.54				
Phase 3A									13.02	4.65	4.65	0.78							
Phase 3B															8.46	0.29			
Phase 4A					4.57	4.57	2.54	2.32	2.32	0.43	0.43								
Phase 4B											1.59	0.86	0.86						
Phase 4C													8.39	0.66					
Phase 4D														31.13	4.24	0.01			
Phase 5A														7.79	1.03				
Phase 5B					4.30									5.22	0.90				
Phase 6A																11.40	0.80	0.20	
Phase 7A																20.14	0.21		
Phase 8A									0.06	0.06						11.40	0.02		
Phase 9A					16.81	10.15	10.15												
Constr Dust Subtotal, lb/day		-	4.03	0.42	55.38	56.63	48.53	32.58	30.63	20.37	16.43	11.40	19.01	70.58	28.86	53.05	1.03	0.20	-
Rock Crushing [c.]		0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13
Batch Plant [d.]		4.87	4.87	4.87	4.87	4.87	4.87	4.87	4.87	4.87	4.87	4.87	4.87	4.87	4.87	4.87	4.87	4.87	4.87
Storage Piles [e.]		0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52
PM10 On-Site Constr Dust, lb/day		**5.52**	**9.55**	**5.94**	**60.90**	**62.15**	**54.05**	**38.10**	**36.15**	**25.89**	**21.95**	**16.92**	**24.53**	**76.10**	**34.38**	**58.57**	**6.55**	**5.72**	**5.52**

a. Controls assumed to be part of the project design to comply with SCAQMD Rules 1157 and 403; Fugitive mitigation assumes 61% reduction (watering 3 times per day) for construction activity.

b. Construction site demolition and excavation fugitive dust emissions calculated for Phases 1A - 9A from URBEMIS 2007 v.9.2.4.

c. USEPA AP42 Emission Factor 11.19.2-2 - Crushed Stone Processing and Pulverized Mineral Processing (August 2004); 100 tons/day assumed to be maximum daily crushing/screening rate.

d. USEPA AP42 Emission Factor 11.12 - Concrete Batching (June 2006).

e. EPA's Fugitive Dust Background Document and Technical Information Document for Best Available Control Measures (September 1992) Appendix F, Construction and Operational Emission Calculation Methodologies, Equation F-4 and Table F-4; and SCAQMD CEQA Handbook, Table A9-9-E.

LAX Taxiway C13 and D Extension																			
FUGITIVE DUST																			
Peak Daily PM2.5 Emissions (lbs/day)																			
MITIGATED [a.]																			
Construction Phase [b.]		Mo 1	Mo 2	Mo 3	Mo 4	Mo 5	Mo 6	Mo 7	Mo 8	Mo 9	Mo 10	Mo 11	Mo 12	Mo 13	Mo 14	Mo 15	Mo 16	Mo 17	Mo 18
Phase 1A						1.49	1.05	1.05	1.05	1.05									
Phase 1B					6.02	6.02	6.02												
Phase 1C			0.84		0.07	0.07													
Phase 1D				0.09	0.09	1.13	0.38	0.38	0.09	0.09									
Phase 1E																			
Phase 1F															0.61	0.01			
Phase 2A								4.86	2.04	2.04	2.04	2.04	2.04	2.04	2.04	2.04			
Phase 2B														0.83					
Phase 2C														2.51	0.32				
Phase 3A									2.71	0.97	0.97	0.16							
Phase 3B															1.76	0.06			
Phase 4A					0.95	0.95	0.53	0.49	0.49	0.09	0.09								
Phase 4B											0.33	0.14	0.14						
Phase 4C													1.75	0.14					
Phase 4D														6.48	0.88				
Phase 5A														1.62	0.22				
Phase 5B					0.90									1.09	0.19				
Phase 6A																2.37	0.17	0.04	
Phase 7A																4.19	0.04		
Phase 8A									0.01	0.01						2.37	0.01		
Phase 9A					3.50	2.12	2.12												
Constr Dust Subtotal, lb/day		-	0.84	0.09	11.53	11.78	10.10	6.78	6.39	4.25	3.43	2.34	3.93	14.71	6.02	11.04	0.22	0.04	-
Rock Crushing [c.]		0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02
Batch Plant [d.]		0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73
Storage Piles [e.]		0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11
PM2.5 On-Site Constr Dust, lb/day		**0.85**	**1.69**	**0.94**	**12.38**	**12.63**	**10.95**	**7.63**	**7.24**	**5.10**	**4.28**	**3.19**	**4.78**	**15.56**	**6.87**	**11.89**	**1.07**	**0.89**	**0.85**

a. Controls assumed to be part of the project design to comply with SCAQMD Rules 1157 and 403; Fugitive mitigation assumes 61% reduction (watering 3 times per day) for construction activity.

b. Construction site demolition and excavation fugitive dust emissions calculated for Phases 1A - 9A from URBEMIS 2007 v.9.2.4.

c. USEPA AP42 Section 11.19.2-2 - Crushed Stone Processing and Pulverized Mineral Processing; 100 tons/day assumed to be maximum daily crushing/screening rate.;
PM2.5/PM10 size ratios from CEIDARS PM Profile size fractions for screening, crushing, and construction dust.

d. USEPA AP42 Section 11.12 - Concrete Batching (June 2006).

e. EPA's Fugitive Dust Background Document and Technical Information Document for Best Available Control Measures (September 1992) Appendix F, Construction and Operational Emission Calculation Methodologies, Equation F-4 and Table F-4;
and SCAQMD CEQA Handbook, Table A9-9-E; PM2.5/PM10 size ratio from CEIDARS PM Profile size fractions for construction dust.

LAX Taxiway C13 and D Extension																			
FUGITIVE DUST																			
Monthly PM10 Emissions (tons/mo.) [a.]																			
UNMITIGATED																			
Construction Phase		Mo 1	Mo 2	Mo 3	Mo 4	Mo 5	Mo 6	Mo 7	Mo 8	Mo 9	Mo 10	Mo 11	Mo 12	Mo 13	Mo 14	Mo 15	Mo 16	Mo 17	Mo 18
Constr Dust		-	0.052	0.005	1.853	2.536	2.734	1.310	2.803	2.655	2.064	1.518	1.523	2.584	2.502	1.898	0.138	0.026	-
Rock Crushing		0.016	0.016	0.016	0.016	0.016	0.016	0.016	0.016	0.016	0.016	0.016	0.016	0.016	0.016	0.016	0.016	0.016	0.016
Batch Plant		0.127	0.127	0.127	0.127	0.127	0.127	0.127	0.127	0.127	0.127	0.127	0.127	0.127	0.127	0.127	0.127	0.127	0.127
Storage Piles		0.018	0.018	0.018	0.018	0.018	0.018	0.018	0.018	0.018	0.018	0.018	0.018	0.018	0.018	0.018	0.018	0.018	0.018
PM10 On-Site Dust, ton/mo.		**0.161**	**0.213**	**0.166**	**2.014**	**2.696**	**2.895**	**1.471**	**2.964**	**2.816**	**2.225**	**1.679**	**1.684**	**2.745**	**2.663**	**2.058**	**0.298**	**0.187**	**0.161**
a. Assumes 26 working days per month.																			
Quarterly PM10 Emissions (tons/quarter)																			
UNMITIGATED																			
Construction Phase		Qtr 1			Qtr 2			Qtr 3			Qtr 4			Qtr 5			Qtr 6		
Constr Dust		0.058			7.123			6.768			5.106			6.984			0.164		
Rock Crushing		0.048			0.048			0.048			0.048			0.048			0.048		
Batch Plant		0.380			0.380			0.380			0.380			0.380			0.380		
Storage Piles		0.054			0.054			0.054			0.054			0.054			0.054		
PM10 On-Site Dust, tons/qrtr		**0.540**			**7.605**			**7.250**			**5.588**			**7.466**			**0.646**		
Annual PM10 Emissions (tons/year)																			
UNMITIGATED																			
Construction Phase		Year 1												Year 2					
Constr Dust		13.35												3.06					
Rock Crushing		0.19												0.10					
Batch Plant		1.52												0.76					
Storage Piles		0.22												0.11					
PM10 On-Site Dust, tons/yr		**15.28**												**4.02**					

LAX Taxiway C13 and D Extension																			
FUGITIVE DUST																			
Monthly PM2.5 Emissions (tons/mo.) [a.]																			
UNMITIGATED																			
Construction Phase		Mo 1	Mo 2	Mo 3	Mo 4	Mo 5	Mo 6	Mo 7	Mo 8	Mo 9	Mo 10	Mo 11	Mo 12	Mo 13	Mo 14	Mo 15	Mo 16	Mo 17	Mo 18
Constr Dust		-	0.011	0.001	0.387	0.529	0.571	0.273	0.585	0.554	0.431	0.317	0.318	0.540	0.522	0.396	0.029	0.005	-
Rock Crushing		0.005	0.005	0.005	0.005	0.005	0.005	0.005	0.005	0.005	0.005	0.005	0.005	0.005	0.005	0.005	0.005	0.005	0.005
Batch Plant		0.019	0.019	0.019	0.019	0.019	0.019	0.019	0.019	0.019	0.019	0.019	0.019	0.019	0.019	0.019	0.019	0.019	0.019
Storage Piles		0.004	0.004	0.004	0.004	0.004	0.004	0.004	0.004	0.004	0.004	0.004	0.004	0.004	0.004	0.004	0.004	0.004	0.004
PM2.5 On-Site Dust, ton/mo.		**0.027**	**0.038**	**0.028**	**0.414**	**0.556**	**0.598**	**0.301**	**0.613**	**0.582**	**0.458**	**0.344**	**0.345**	**0.567**	**0.550**	**0.423**	**0.056**	**0.033**	**0.027**
a. Assumes 26 working days per month.																			
Quarterly PM2.5 Emissions (tons/quarter)																			
UNMITIGATED																			
Construction Phase		Qtr 1			Qtr 2			Qtr 3			Qtr 4			Qtr 5			Qtr 6		
Constr Dust		0.012			1.487			1.413			1.066			1.458			0.034		
Rock Crushing		0.014			0.014			0.014			0.014			0.014			0.014		
Batch Plant		0.057			0.057			0.057			0.057			0.057			0.057		
Storage Piles		0.011			0.011			0.011			0.011			0.011			0.011		
PM2.5 On-Site Dust, tons/qrtr		**0.094**			**1.568**			**1.495**			**1.148**			**1.540**			**0.116**		
Annual PM2.5 Emissions (tons/year)																			
UNMITIGATED																			
Construction Phase		Year 1												Year 2					
Constr Dust		2.790												0.657					
Rock Crushing		0.054												0.027					
Batch Plant		0.228												0.114					
Storage Piles		0.045												0.023					
PM2.5 On-Site Dust, tons/yr		**3.118**												**0.820**					

LAX Taxiway C13 and D Extension																			
FUGITIVE DUST																			
Monthly PM10 Emissions (tons/mo.) [a.]																			
MITIGATED																			
Construction Phase		Mo 1	Mo 2	Mo 3	Mo 4	Mo 5	Mo 6	Mo 7	Mo 8	Mo 9	Mo 10	Mo 11	Mo 12	Mo 13	Mo 14	Mo 15	Mo 16	Mo 17	Mo 18
Constr Dust		-	0.052	0.005	0.720	0.736	0.631	0.424	0.398	0.265	0.214	0.148	0.247	0.918	0.375	0.690	0.013	0.003	-
Rock Crushing		0.002	0.002	0.002	0.002	0.002	0.002	0.002	0.002	0.002	0.002	0.002	0.002	0.002	0.002	0.002	0.002	0.002	0.002
Batch Plant		0.063	0.063	0.063	0.063	0.063	0.063	0.063	0.063	0.063	0.063	0.063	0.063	0.063	0.063	0.063	0.063	0.063	0.063
Storage Piles		0.007	0.007	0.007	0.007	0.007	0.007	0.007	0.007	0.007	0.007	0.007	0.007	0.007	0.007	0.007	0.007	0.007	0.007
PM10 On-Site Dust, ton/mo.		**0.072**	**0.124**	**0.077**	**0.792**	**0.808**	**0.703**	**0.495**	**0.470**	**0.337**	**0.285**	**0.220**	**0.319**	**0.989**	**0.447**	**0.761**	**0.085**	**0.074**	**0.072**
a. Assumes 26 working days per month.																			
Quarterly PM10 Emissions (tons/quarter)																			
MITIGATED																			
Construction Phase		Qtr 1			Qtr 2			Qtr 3			Qtr 4			Qtr 5			Qtr 6		
Constr Dust		0.058			2.087			1.087			0.609			1.982			0.016		
Rock Crushing		0.005			0.005			0.005			0.005			0.005			0.005		
Batch Plant		0.190			0.190			0.190			0.190			0.190			0.190		
Storage Piles		0.020			0.020			0.020			0.020			0.020			0.020		
PM10 On-Site Dust, tons/qrtr		**0.273**			**2.302**			**1.302**			**0.824**			**2.198**			**0.231**		
Annual PM10 Emissions (tons/year)																			
MITIGATED																			
Construction Phase		Year 1												Year 2					
Constr Dust [a.]		2.290												0.515					
Rock Crushing		0.021												0.010					
Batch Plant		0.760												0.380					
Storage Piles		0.081												0.040					
PM10 On-Site Dust, tons/yr		**3.151**												**0.946**					
a. Annual construction dust emissions calculated with URBEMIS 2007 v.9.2.4.																			

LAX Taxiway C13 and D Extension																			
FUGITIVE DUST																			
Monthly PM2.5 Emissions (tons/mo.) [a.]																			
MITIGATED																			
Construction Phase		Mo 1	Mo 2	Mo 3	Mo 4	Mo 5	Mo 6	Mo 7	Mo 8	Mo 9	Mo 10	Mo 11	Mo 12	Mo 13	Mo 14	Mo 15	Mo 16	Mo 17	Mo 18
Constr Dust		-	0.011	0.001	0.150	0.153	0.131	0.088	0.083	0.055	0.045	0.030	0.051	0.191	0.078	0.144	0.003	0.001	-
Rock Crushing		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Batch Plant		0.009	0.009	0.009	0.009	0.009	0.009	0.009	0.009	0.009	0.009	0.009	0.009	0.009	0.009	0.009	0.009	0.009	0.009
Storage Piles		0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001
PM2.5 On-Site Dust, ton/mo.		**0.011**	**0.022**	**0.012**	**0.161**	**0.164**	**0.142**	**0.099**	**0.094**	**0.066**	**0.056**	**0.042**	**0.062**	**0.202**	**0.089**	**0.155**	**0.014**	**0.012**	**0.011**
a. Assumes 26 working days per month.																			
Quarterly PM2.5 Emissions (tons/quarter)																			
MITIGATED																			
Construction Phase		Qtr 1			Qtr 2			Qtr 3			Qtr 4			Qtr 5			Qtr 6		
Constr Dust		0.012			0.434			0.226			0.126			0.413			0.003		
Rock Crushing		0.001			0.001			0.001			0.001			0.001			0.001		
Batch Plant		0.028			0.028			0.028			0.028			0.028			0.028		
Storage Piles		0.004			0.004			0.004			0.004			0.004			0.004		
PM2.5 On-Site Dust, tons/qrtr		**0.045**			**0.468**			**0.260**			**0.159**			**0.446**			**0.037**		
Annual PM2.5 Emissions (tons/year)																			
MITIGATED																			
Construction Phase		2009												2010					
Constr Dust		0.494												0.132					
Rock Crushing		0.003												0.001					
Batch Plant		0.114												0.057					
Storage Piles		0.017												0.008					
PM2.5 On-Site Dust, tons/yr		**0.627**												**0.198**					

LAX Taxiway C13 and D Extension
PM10 from On-site Batch Plant and Rock Crusher

Fugitive PM10

	PM10	PM2.5		PM10	PM2.5
Equipment/Activity	*Uncontrolled (lbs/day)*			*Controlled (lbs/day)*	
Screening Rock	*0.87*	*0.25*		*0.074*	*0.005*
Tertiary Rock Crushing	*0.24*	*0.07*		*0.054*	*0.010*
Conveyor Point (assumes 1)	*0.11*	*0.02*		*0.005*	*0.001*
Max Daily Total	1.22	0.35	-	0.133	0.016
	Uncontrolled (tons/qrtr)			*Controlled (tons/qrtr)*	
Rock Crushing - Quarterly	0.0476	0.0136		0.0052	0.0006

USEPA AP42 Emission Factor 11.19.2-2 - Crushed Stone Processing and Pulverized Mineral Processing; 100 tons/day assumed to be maximum daily crushing/screening rate.
Controlled factors Assumed
Quarter assumed to be 78 days
1000 tpd crushing rate assumed. 100 tons/day

LAX Taxiway C13 and D Extension
PM10 from Storage Piles

Storage piles are assumed to be generated by each activity, and each pile is assumed to be the same size.

PM10 Emissions (lb/day) = (0.85 x (s/1.5) x ((365-p)/235) x (UW/15) x A)

Silt Content (% wt) (s)	6.9	ASTM Test Method default
Days of Rain per Year (>0.01 in) (p)	34	SCAQMD Meteorological Records
Wind Speed (% of Time > 12 MPH) (UW)	95%	SCAQMD Assumption
Storage Pile Size (acres) (A)	2	Assumption
Mitigation:	63%	Soil Stabilizers
PM10 Emissions (lb/day/pile)	0.70	Uncontrolled
PM10 Emissions (lb/day/pile)	0.26	Controlled

Notes:
Source: EPA's Fugitive Dust Background Document and Technical Information Document for Best Available Control Measures (September 1992)
Appendix F, Construction and Operational Emission Calculation Methodologies, Equation F-4 and Table F-4.
1993 CEQA Handbook, Table A9-9-E

Batch Plant Emissions

Concrete batch plant (central mix type):

Batch plant production rate:	50	batches (cubic yards or CY) per hour (estimate)	moisture, lbs
Aggregate per batch:	1865	pounds per batch or per cubic yard (AP-42, Table 11.12-2, footnote "a")	33.0105 = 1.77%, per Table 11.12-2, footnote b.
Sand per batch:	1428	pounds per batch or per cubic yard (AP-42, Table 11.12-2, footnote "a")	59.5476 = 4.17%, per Table 11.12-2, footnote b.
Cement per batch:	491	pounds per batch or per cubic yard (AP-42, Table 11.12-2, footnote "a")	
Cement supplement per batch:	73	pounds per batch or per cubic yard (AP-42, Table 11.12-2, footnote "a")	
Total dry (aggregate, sand, cement, supplement)	3857	lbs per CY	
Total (Total dry + moisture)	3950	lbs per CY	
PM10 emissions factor, central mixer loading:	0.0048	lb/ton of aggregate, sand, cement, supplement, and moisture (controlled). Mixer loading (central mix) (controlled), AP-42, Table 11.12-1 (Emission Factors for Concrete Batching)	
PM2.5 emissions factor, central mixer loading:	0.00072	lb/ton of aggregate, sand, cement, supplement, and moisture (controlled). AP-42, Table 11.12-3 (Equation parameters for Central Mix Operations). Ratio of particle size multipliers.	
PM10 emissions factor, cement unloading into silo:	0.00034	lb/ton of cement (controlled). Mixer loading (central mix) (controlled), AP-42, Table 11.12-1 (Emission Factors for Concrete Batching)	
PM2.5 emissions factor, cement unloading into silo:	0.000051	lb/ton of cement (controlled). AP-42, Table 11.12-3 (Equation parameters for Central Mix Operations). Ratio of particle size multipliers.	
PM10 emissions factor, supplement unloading into silo:	0.0049	lb/ton of cement supplement (controlled). Mixer loading (central mix) (controlled), AP-42, Table 11.12-1 (Emission Factors for Concrete Batching)	
PM2.5 emissions factor, supplement unloading into silo:	0.00074	lb/ton of cement supplement (controlled). AP-42, Table 11.12-3 (Equation parameters for Central Mix Operations). Ratio of particle size multipliers.	
PM10 emissions (plant-wide):	0.4871	lb/hr	
PM2.5 emissions (plant-wide):	0.0731	lb/hr. Calculated based on PM10 rate and ratio of particle size multipliers from AP-42, Section 13.2.4.3.	
PM10 emissions, plant-wide:	0.4871	lb/hr **controlled**	
PM2.5 emissions, plant-wide:	0.0731	lb/hr **controlled**	

LAX Taxiway C13 and D Extension														
Paving and Striping Schedule														
Peak Daily Paving ROG Emissions (lbs/day) [a.]														
UNMITIGATED														
Construction Phase	Days of Paving	Month 6	Month 7	Month 8	Month 9	Month 10	Month 11	Month 12	Month 13	Month 14	Month 15	Month 16	Month 17	Month 18
Phase 1A	3				3.62					1.81				
Phase 1B														
Phase 1C														
Phase 1D	10					10.90								
Phase 1E														
Phase 1F	1										1.31			
Phase 2A	3										10.90			
Phase 2B	1								1.10					
Phase 2C	3									0.11				
Phase 3A	4						0.26							
Phase 3B	2										0.04			
Phase 4A	2					0.29								
Phase 4B	2							0.13						
Phase 4C	2								1.81					
Phase 4D	2										0.38			
Phase 5A	1									0.13				
Phase 5B	1									0.13				
Phase 6A	3												0.09	
Phase 7A	2											0.14		
Phase 8A	3											1.09		
Phase 9A	5	10.90												
On-Site Paving ROG, lb/day		**10.90**	**-**	**-**	**3.62**	**11.19**	**0.26**	**0.13**	**2.91**	**2.18**	**12.63**	**1.23**	**0.09**	**-**
a. Paving ROG emissions calculated using URBEMIS 2007 v.9.2.4.														
Assumed by CDM.														
Peak Painting ROG Emissions (lbs/day) [a.]														
UNMITIGATED														
Phase & Paint Start Date	Days of Painting	Month 6	Month 7	Month 8	Month 9	Month 10	Month 11	Month 12	Month 13	Month 14	Month 15	Month 16	Month 17	Month 18
Phase 1A 20FEB2010	1									146.03				
Phase 1B	0													
Phase 1C	0													
Phase 1D	0													
Phase 1E	0													
Phase 1F	0													
Phase 2A 30MAR2010	1										146.03			
Phase 2B	0													
Phase 2C 23FEB2010	1									146.03				
Phase 3A 11NOV2009	1						146.03							
Phase 3B 15MAR2010	1										146.03			
Phase 4A 10OCT2009	1					146.03								
Phase 4B 18DEC2009	1							146.03						
Phase 4C	0													
Phase 4D	0													
Phase 5A 03MAR2010	1										146.03			
Phase 5B 01MAR2010	1										146.03			
Phase 6A 12MAY2010	2												146.03	
Phase 7A 09APR2010	1											146.03		
Phase 8A 20APR2010	1											146.03		
Phase 9A 01JUL2009	3		146.03											
On-Site Painting ROG, lb/day		**-**	**146.03**	**-**	**-**	**146.03**	**146.03**	**146.03**	**-**	**146.03**	**146.03**	**146.03**	**146.03**	**-**
		a. Max. Daily striping expected to use up to 175 gallons per day of SCAQMD Rule 1113 regulation traffic coating (100 g/L allowable ROG content).												
		175 gallons/day =	662.375	liters/day.										
			100	g/L ROG										
			453.6	g/lb										

LAX Taxiway C13 and D Extension
Paving and Striping Schedule

Annual Paving ROG Emissions (tpy) [a.]

UNMITIGATED

Construction Phase	Year 1	Year 2
Phase 1A	0.004	0.004
Phase 1B		
Phase 1C		
Phase 1D		
Phase 1E		
Phase 1F		0.001
Phase 2A		0.001
Phase 2B		0.001
Phase 2C		0.0002
Phase 3A	0.001	
Phase 3B		0.00004
Phase 4A	0.0003	
Phase 4B	0.0001	
Phase 4C		0.002
Phase 4D		0.001
Phase 5A		0.0001
Phase 5B		0.0001
Phase 6A		0.0001
Phase 7A		0.0001
Phase 8A		0.002
Phase 9A	0.03	
On-Site Paving ROG, tons/year	**0.032**	**0.012**

a. Paving ROG emissions calculated using URBEMIS 2007 v.9.2.4.

Quarterly Paving ROG Emissions (tons/qrtr) [b.]

UNMITIGATED	Q1	Q2	Q3	Q4	Q5	Q6
	-	**0.027**	**0.005**	**0.055**	**0.023**	**0.002**

b. Calculated from URBEMIS 2007 V.9.2.4 daily emissions and number of paving days in each quarter.

Annual Painting ROG Emissions (tpy) [a.]

UNMITIGATED

Construction Phase	Year 1	Year 2
Phase 1A		0.07
Phase 1B		
Phase 1C		
Phase 1D		
Phase 1E		
Phase 1F		
Phase 2A		0.07
Phase 2B		
Phase 2C		0.07
Phase 3A	0.07	
Phase 3B		0.07
Phase 4A	0.07	
Phase 4B	0.07	
Phase 4C		
Phase 4D		
Phase 5A		0.07
Phase 5B		0.07
Phase 6A		0.15
Phase 7A		0.07
Phase 8A		0.07
Phase 9A	0.22	
On-Site Painting ROG, tons/year	**0.438**	**0.730**

a. Painting ROG emissions calculated from peak daily painting emissions multiplied by the number of days of painting.

Quarterly Painting ROG Emissions (tons/qrtr) [b.]

UNMITIGATED	Q1	Q2	Q3	Q4	Q5	Q6
	-	**-**	**0.219**	**0.219**	**0.438**	**0.292**

b. Calculated from URBEMIS 2007 V.9.2.4 daily emissions and number of painting/striping days in each quarter.

Los Angeles International Airport
North Airfield Waterline Replacement Project
Equipment Inventory
6-Aug-08

Peak Daily Emissions, lbs/day

No. of Units	Equipment Emission Factor Designation	Equipment Type	Fuel Type	HP per Ea.	Hours in Operation	CO	ROG	NOx	SOx	PM10	PM2.5	CO2
On-Site Equipment												
1	Passenger Vehicle, Gas (<8500 lb)	Pickup [a.]	Gas	230	2	0.04	0.004	0.004	0.00004	0.003	0.001	4.20
1	Rubber Tired Loaders	CAT 966 Loader [b.]	Diesel	235	1	0.57	0.18	1.09	0.0011	0.06	0.06	101.26
1	Generator Sets	Hand Tools [c.]	Gas	170	8	3.88	1.15	7.86	0.0088	0.42	0.39	746.62
		On-Site Construction Equipment Emissions Subtotal, lbs/day				4.48	1.33	8.95	0.010	0.49	0.45	852.08
Off-Site Travel (Worker Trips and Concrete Mixer)												
6	Passenger Vehicle, Gas (<8500 lb)	Worker Trips [d.]	Gas	230	2	0.22	0.02	0.02	0.0002	0.02	0.00	25.19
1	HHDD Vehicle, Diesel (33,001 to 60,000 lb)	Flat Bed Truck [e.]	Diesel	200	4	0.39	0.10	1.26	0.0012	0.08	0.06	126.70
		Off-Site Construction Equipment Emissions Subtotal, lbs/day				0.61	0.12	1.28	0.001	0.11	0.06	151.89
On-Site & Off-Site Constructiojn Equipment Emissions, lbs/day						5.09	1.46	10.23	0.011	0.59	0.51	1,003.97
Fugitive Dust, lbs/day [f.]										0.78	0.21	
Estimated Peak Daily Waterline Replacement Construction Emissions, lbs/day						5.09	1.46	10.23	0.0115	1.38	0.72	1,004

Notes:
a. Assumed 2 trips per day.
b. Assumed 1 trip every 3rd day to remove drilling spoils.
c. Assumed generator operated 8 hours/day for 8 weeks.
d. Assumed 6 workers per day.
e. Assumed 1 trip every 2 to 3 weeks to delivery drilling pipe.
f. Estimated from CFTP ratio of fugitive dust emissions to construction equipment PM exhaust emissions.

Annual Emissions, tons/year [g.]

No. of Units	Equipment Emission Factor Designation	Equipment Type	Fuel Type	HP per Ea.	Hours in Operation	CO	ROG	NOx	SOx	PM10	PM2.5	CO2
On-Site Equipment												
1	Passenger Vehicle, Gas (<8500 lb)	Pickup [a.]	Gas	230	2	0.00089	0.00009	0.0001	0.000001	0.00008	0.00002	0.101
1	Rubber Tired Loaders	CAT 966 Loader [b.]	Diesel	235	1	0.00528	0.00171	0.0101	0.00001	0.00059	0.00054	0.945
1	Generator Sets	Hand Tools [c.]	Gas	170	8	0.0930	0.0275	0.1887	0.00021	0.0101	0.00931	17.9
		On-Site Construction Equipment Emissions Subtotal, tpy				0.099	0.029	0.199	0.0002	0.011	0.010	18.96
Off-Site Travel (Worker Trips and Concrete Mixer)												
6	Passenger Vehicle, Gas (<8500 lb)	Worker Trips [d.]	Gas	230	2	0.00533	0.00055	0.00055	0.00001	0.00050	0.00011	0.605
1	HHDD Vehicle, Diesel (33,001 to 60,000 lb)	Flat Bed Truck [e.]	Diesel	200	4	0.00926	0.00238	0.0302	0.00003	0.00203	0.00136	3.041
		Off-Site Construction Equipment Emissions Subtotal, tpy				0.015	0.003	0.031	0.00003	0.003	0.001	3.65
On-Site & Off-Site Constructiojn Equipment Emissions, tpy						0.114	0.0322	0.230	0.00026	0.0133	0.0113	22.61
Fugitive Dust, tpy [f.]										0.0188	0.0051	
Estimated Annual Waterline Replacement Construction Emissions, tons/year						0.114	0.032	0.230	0.00026	0.0321	0.0164	22.61

Notes:
a. Assumed 2 trips per day.
b. Assumed 1 trip every 3rd day to remove drilling spoils.
c. Assumed generator operated 8 hours/day for 8 weeks.
d. Assumed 6 workers per day.
e. Assumed 1 trip every 2 to 3 weeks to delivery drilling pipe.
f. Estimated from CFTP ratio of fugitive dust emissions to construction equipment PM exhaust emissions.
g. Assumed construction activity occurred 6 days/week for 8 weeks.

Los Angeles International Airport
AOA Perimeter Fence Project
Equipment Inventory
23-May-08

Peak Daily Emissions, lbs/day

No. of Units	Equipment Emission Factor Designation	Equipment Type	Fuel Type	HP per Ea.	Hours in Operation	CO	ROG	NOx	SOx	PM10	PM2.5	CO2
On-Site Equipment												
1	Passenger Vehicle, Gas (<8500 lb)	Pickup	Gas	230	6	0.11	0.01	0.01	0.0001	0.01	0.00	12.59
1	Tractors/Loaders/Backhoes	CAT 428 Backhoe	Diesel	83	4	1.09	0.35	2.06	0.0025	0.12	0.11	215.27
1	Delivery Vehicle, Gas (>8500 lb)	1 Ton Flat Bed Truck	Gas	200	4	0.31	0.04	0.34	0.0004	0.02	0.01	41.67
1	HHDD Vehicle, Diesel (33,001 to 60,000 lb)	10 CY Ready Mix Truck	Diesel	350	2	0.19	0.05	0.63	0.0006	0.04	0.03	63.35
		On-Site Construction Equipment Emissions Subtotal, lbs/day				**1.70**	**0.45**	**3.04**	**0.0037**	**0.20**	**0.15**	**332.88**
Off-Site Travel (Worker Trips and Concrete Mixer)												
6	Passenger Vehicle, Gas (<8500 lb)	Worker Trips	Gas	230	2	0.22	0.02	0.02	0.0002	0.02	0.00	25.19
1	HHDD Vehicle, Diesel (33,001 to 60,000 lb)	10 CY Ready Mix Truck	Diesel	230	2	0.19	0.05	0.63	0.0006	0.04	0.03	63.35
		Off-Site Construction Equipment Emissions Subtotal, lbs/day				**0.42**	**0.07**	**0.65**	**0.0008**	**0.06**	**0.03**	**88.54**
On-Site & Off-Site Constructiojn Equipment Emissions, lbs/day						2.12	0.52	3.70	0.0045	0.26	0.19	421.42
Fugitive Dust, lbs/day										0.35	0.08	
Estimated Peak Daily Perimeter Fence Construction Emissions, lbs/day						**2.12**	**0.52**	**3.70**	**0.0045**	**0.61**	**0.27**	**421.42**

Annual Emissions, tons/year [a.]

No. of Units	Equipment Emission Factor Designation	Equipment Type	Fuel Type	HP per Ea.	Hours in Operation	CO	ROG	NOx	SOx	PM10	PM2.5	CO2
On-Site Equipment												
1	Passenger Vehicle, Gas (<8500 lb)	Pickup	Gas	230	6	0.00267	0.00027	0.00028	0.00000	0.00025	0.00005	0.30227
1	Tractors/Loaders/Backhoes	CAT 428 Backhoe	Diesel	83	4	0.02616	0.00833	0.04942	0.00006	0.00291	0.00268	5.16646
1	Delivery Vehicle, Gas (>8500 lb)	1 Ton Flat Bed Truck	Gas	200	4	0.00740	0.00102	0.00821	0.00001	0.00060	0.00030	1.00000
1	HHDD Vehicle, Diesel (33,001 to 60,000 lb)	10 CY Ready Mix Truck	Diesel	350	2	0.00463	0.00119	0.01511	0.00001	0.00102	0.00068	1.52044
		On-Site Construction Equipment Emissions Subtotal, tons/yr				**0.04**	**0.01**	**0.07**	**0.0001**	**0.00**	**0.00**	**7.99**
Off-Site Travel (Worker Trips and Concrete Mixer)												
6	Passenger Vehicle, Gas (<8500 lb)	Worker Trips	Gas	230	2	0.00533	0.00055	0.00055	0.00001	0.00050	0.00011	0.60453
1	HHDD Vehicle, Diesel (33,001 to 60,000 lb)	10 CY Ready Mix Truck	Diesel	230	2	0.00463	0.00119	0.01511	0.00001	0.00102	0.00068	1.52044
		Off-Site Construction Equipment Emissions Subtotal, tons/yr				**0.01**	**0.00**	**0.02**	**0.0000**	**0.00**	**0.00**	**2.12**
On-Site & Off-Site Constructiojn Equipment Emissions (tons/yr)						0.05	0.01	0.09	0.00	0.01	0.00	10.11
Fugitive Dust, (tons/yr)										0.00831	0.00187	
Estimated Peak Annual Perimeter Fence Construction Emissions, (tons/yr)						**0.05**	**0.01**	**0.09**	**0.0001**	**0.01**	**0.01**	**10.11**

a. Assumed project construction activity occurs 6 days/week for 8 weeks.

Los Angeles International Airport
Airfield Intersections Improvement Project
Equipment Inventory
27-May-08

Peak Day
Jan 2009-Jan 2010

On-Site Equipment

No. of Units	Equipment Emission Factor Designation	Equipment Type	Fuel Type	HP per Ea.	Hours in Operation	Peak Daily Emissions, lbs/day CO	ROG	NOx	SOx	PM10	PM2.5	CO2
Administrative Support /												
1	Passenger Vehicle, Gas (<8500 lb)	Pickups	Gas	230	2	0.04	0.00	0.00	0.0000	0.00	0.00	4.20
1	HHDD Vehicle, Diesel (33,001 to 60,000 lb)	Fuel Truck	Diesel	170	2	0.19	0.05	0.63	0.0006	0.04	0.03	63.35
1	HHDD Vehicle, Diesel (33,001 to 60,000 lb)	Mechanics Trucks w/ Crane	Diesel	200	1	0.10	0.02	0.31	0.0003	0.02	0.01	31.68
1	Sweepers/Scrubbers	Vacum Sweeper	Diesel	170	4	2.21	0.67	3.44	0.0044	0.23	0.21	351.60
Miscellaneous Labor Crew /												
1	Passenger Vehicle, Gas (<8500 lb)	Pickup	Gas	230	2	0.04	0.00	0.00	0.0000	0.00	0.00	4.20
1	Tractors/Loaders/Backhoes	CAT 428 Backhoe	Diesel	83	2	0.54	0.17	1.03	0.0013	0.06	0.06	107.63
Survey Crew /												
1	Passenger Vehicle, Gas (<8500 lb)	Crew Vans	Gas	180	2	0.04	0.00	0.00	0.0000	0.00	0.00	4.20
Quality Control Team /												
1	Passenger Vehicle, Gas (<8500 lb)	Pickup	Gas	230	4	0.07	0.01	0.01	0.0001	0.01	0.00	8.40
PCCP Paving Crew /												
1	Pavers	Gomaco GP-4000 Paver	Diesel	450	2	1.09	0.37	1.94	0.0019	0.13	0.12	162.67
1	Pavers	Gomaco RTP-500 Belt Placers	Diesel	200	2	1.09	0.37	1.94	0.0019	0.13	0.12	162.67
1	Paving Equipment	Gomaco TC-400 Cure /Texture Rig	Diesel	70	2	0.46	0.16	0.77	0.0008	0.05	0.05	64.66
1	Air Compressors	Compressors (Gang Drills)	Diesel	85	2	0.44	0.15	0.87	0.0009	0.05	0.05	77.19
1	Passenger Vehicle, Gas (<8500 lb)	Pickups	Gas	230	2	0.04	0.00	0.00	0.0000	0.00	0.00	4.20
1	Delivery Vehicle, Gas (>8500 lb)	1 Ton Flat Beds	Gas	200	2	0.15	0.02	0.17	0.0002	0.01	0.01	20.83
1	HHDD Vehicle, Diesel (33,001 to 60,000 lb)	Water Truck	Diesel	230	3	0.29	0.07	0.94	0.0009	0.06	0.04	95.03
1	Concrete/Industrial Saws	Walk Behind Saws	Gas	10	2	0.10	0.03	0.15	0.0002	0.01	0.01	14.65
2	HHDD Vehicle, Diesel (33,001 to 60,000 lb)	Tri-axle Dump Trucks	Diesel	350	3	0.58	0.15	1.89	0.0018	0.13	0.09	190.05
Grading Crew /												
1	Graders	CAT 14H Motor Grader	Diesel	220	2	1.40	0.46	2.58	0.0026	0.16	0.15	231.30
1	Rubber Tired Loaders	CAT 966 Loader	Diesel	235	2	1.13	0.37	2.17	0.0023	0.13	0.12	202.53
1	Surfacing Equipment	CAT RM350B Reclaimer	Diesel	500	2	3.29	0.97	6.77	0.0069	0.37	0.34	619.77
1	Plate Compactors	CAT CS 583E Compactors	Diesel	150	2	0.58	0.11	0.71	0.0015	0.04	0.04	94.79
1	Excavators	CAT 330C L Excavator	Diesel	247	2	1.32	0.42	2.40	0.0028	0.15	0.14	241.83
1	HHDD Vehicle, Diesel (33,001 to 60,000 lb)	Water Truck	Diesel	230	3	0.29	0.07	0.94	0.0009	0.06	0.04	95.03
1	Passenger Vehicle, Gas (<8500 lb)	Pickup	Gas	230	2	0.04	0.00	0.00	0.0000	0.00	0.00	4.20
1	HHDD Vehicle, Diesel (33,001 to 60,000 lb)	Tri-axle Dump Trucks	Diesel	350	3	0.29	0.07	0.94	0.0009	0.06	0.04	95.03
1	Rollers	Sheepfoot Roller	Diesel	232	2	0.78	0.24	1.34	0.0015	0.08	0.08	128.00
Electrical Crew /												
1	Tractors/Loaders/Backhoes	CAT 428 Backhoe	Diesel	83	2	0.54	0.17	1.03	0.0013	0.06	0.06	107.63
1	Trenchers	Ditch Witch RT 55 Trencher	Diesel	60	4	0.81	0.25	1.43	0.0016	0.08	0.08	130.78
2	Passenger Vehicle, Gas (<8500 lb)	Pickups	Gas	230	2	0.07	0.01	0.01	0.0001	0.01	0.00	8.40
2	Delivery Vehicle, Gas (>8500 lb)	Flat Bed Truck	Diesel	200	2	0.31	0.04	0.34	0.0004	0.02	0.01	41.67
1	Tractors/Loaders/Backhoes	Gradall 544D10-55	Diesel	125	1	0.27	0.09	0.51	0.0006	0.03	0.03	53.82

Los Angeles International Airport **Peak Day**
Airfield Intersections Improvement Project **Jan 2009-Jan 2010**
Equipment Inventory
27-May-08

On-Site Equipment

No. of Units	Equipment Emission Factor Designation	Equipment Type	Fuel Type	HP per Ea.	Hours in Operation	Peak Daily Emissions, lbs/day CO	ROG	NOx	SOx	PM10	PM2.5	CO2
ACP Paving Crew /												
1	Pavers	Barber-Greene BG260C Paver	Diesel	174	2	1.09	0.37	1.94	0.0019	0.13	0.12	162.67
1	Rollers	CAT CB 634D Rollers	Diesel	145	2	0.78	0.24	1.34	0.0015	0.08	0.08	128.00
1	Rubber Tired Loaders	CAT IT 14G Loader	Diesel	90	2	1.13	0.37	2.17	0.0023	0.13	0.12	202.53
1	Passenger Vehicle, Gas (<8500 lb)	Pickup	Gas	230	2	0.04	0.00	0.00	0.0000	0.00	0.00	4.20
1	HHDD Vehicle, Diesel (33,001 to 60,000 lb)	Tri-axle Dump Trucks	Diesel	350	2	0.19	0.05	0.63	0.0006	0.04	0.03	63.35
Striping Crew /												
1	HHDD Vehicle, Diesel (33,001 to 60,000 lb)	Paint Truck	Diesel	175	3	0.29	0.07	0.94	0.0009	0.06	0.04	95.03
1	Delivery Vehicle, Gas (>8500 lb)	Flat Bed Truck	Diesel	200	2	0.15	0.02	0.17	0.0002	0.01	0.01	20.83
1	Passenger Vehicle, Gas (<8500 lb)	Pickup	Gas	230	2	0.04	0.00	0.00	0.0000	0.00	0.00	4.20
Structural Concrete Placement Crew/												
1	HHDD Vehicle, Diesel (33,001 to 60,000 lb)	Concrete Pump Truck	Diesel	350	3	0.29	0.07	0.94	0.0009	0.06	0.04	95.03
1	HHDD Vehicle, Diesel (33,001 to 60,000 lb)	10 CY Ready Mix Trucks	Diesel	350	3	0.29	0.07	0.94	0.0009	0.06	0.04	95.03
Saw Crew /Sealing Crew												
1	Delivery Vehicle, Gas (>8500 lb)	1 Ton Trucks w/ Lift	Gas	230	2	0.15	0.02	0.17	0.0002	0.01	0.01	20.83
1	HHDD Vehicle, Diesel (33,001 to 60,000 lb)	Water Truck	Diesel	230	2	0.19	0.05	0.63	0.0006	0.04	0.03	63.35
1	Sweepers/Scrubbers	Vacum Sweeper	Diesel	99	3	1.66	0.50	2.58	0.0033	0.17	0.16	263.70
1	Concrete/Industrial Saws	Walk Behind Saws	Gas	10	2	0.10	0.03	0.15	0.0002	0.01	0.01	14.65
1	Air Compressors	Air Compressor	Diesel	85	2	0.44	0.15	0.87	0.0009	0.05	0.05	77.19
1	HHDD Vehicle, Diesel (33,001 to 60,000 lb)	Truck with Silicon Pump	Diesel	200	2	0.19	0.05	0.63	0.0006	0.04	0.03	63.35
1	Passenger Vehicle, Gas (<8500 lb)	Pickups	Gas	230	2	0.04	0.00	0.00	0.0000	0.00	0.00	4.20
Demolition Crew /												
1	Rubber Tired Loaders	CAT 988 Loaders	Diesel	475	2	1.13	0.37	2.17	0.0023	0.13	0.12	202.53
1	Air Compressors	Air Compressor	Diesel	170	2	0.44	0.15	0.87	0.0009	0.05	0.05	77.19
1	Passenger Vehicle, Gas (<8500 lb)	Pickup	Gas	230	2	0.04	0.00	0.00	0.0000	0.00	0.00	4.20
1	HHDD Vehicle, Diesel (33,001 to 60,000 lb)	Tri-axle Dump Trucks	Diesel	350	2	0.19	0.05	0.63	0.0006	0.04	0.03	63.35
Lighting - Night Shift												
1	Other General Industrial Equipment	Light Plants	Diesel	15	10	0.54	0.17	1.07	0.0011	0.06	0.06	97.81
LAWA/CM Staff												
1	Passenger Vehicle, Gas (<8500 lb)	Pickups for LAWA/CM	Gas	175	4	0.07	0.01	0.01	0.0001	0.01	0.00	8.40
1	Passenger Vehicle, Gas (<8500 lb)	Pickups for Inspectors	Gas	175	4	0.07	0.01	0.01	0.0001	0.01	0.00	8.40
On-Site Constructiojn Equipment Emissions, lbs/day			Diesel			27.00	8.24	53.51	0.06	3.34	2.88	5,119.64
On-Site Constructiojn Equipment Emissions, lbs/day			Gas			1.13	0.17	0.71	0.00	0.11	0.05	142.34
Offsite Travel Emissions, lbs/day						12.99	2.14	16.84	0.02	3.12	1.70	1,896
Fugitive Dust, lbs/day										8.42	1.89	
Fugitive ROG, lbs/day							11.60					
Estimated Peak Daily AIIP Construction Emissions, lbs/day						**41.12**	**22.15**	**71.06**	**0.08**	**14.98**	**6.52**	**7,157.70**
On-Site Constructiojn Equipment Emissions, tpy			Diesel			2.11	0.64	4.17	0.00	0.26	0.22	399.33
On-Site Constructiojn Equipment Emissions, tpy			Gas			0.09	0.01	0.06	0.00	0.01	0.00	11.10
Offsite Travel Emissions, tpy						1.01	0.17	1.31	0.00	0.24	0.13	147.87
Fugitive Dust, tpy										0.66	0.15	
Fugitive ROG, tpy							0.91					
						3.21	1.73	5.54	0.01	1.17	0.51	558.30

Assumes 26 days/month, 12 months per year, and annual average activity is 1/2 of peak daily activity.

Los Angeles International Airport
In-Line Baggage Screening System

Emissions in lbs/day 2009

Project	Pollutant	OnOff	1/5	1/12	1/19	1/26	2/2	2/9	2/16	2/23	3/2	3/9	3/16	3/23	3/30	4/6	4/13	4/20	4/27	5/4	5/11	5/18	5/25	6/1	6/8	6/15	6/22	6/29
Staging Area	CO	Onsite	13.6	13.6	13.6	13.6	13.6	13.6	13.6	13.6	13.6	13.6	13.6	13.6	13.6	13.6	13.6	13.6	13.6	13.6	13.6	13.6	13.6	13.6	13.6	13.6	13.6	13.6
		Offsite	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
		Total	13.9	13.9	13.9	13.9	13.9	13.9	13.9	13.9	13.9	13.9	13.9	13.9	13.9	13.9	13.9	13.9	13.9	13.9	13.9	13.9	13.9	13.9	13.9	13.9	13.9	13.9
	NOx	Onsite	12.5	12.5	12.5	12.5	12.5	12.5	12.5	12.5	12.5	12.5	12.5	12.5	12.5	12.5	12.5	12.5	12.5	12.5	12.5	12.5	12.5	12.5	12.5	12.5	12.5	12.5
		Offsite	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
		Total	13.0	13.0	13.0	13.0	13.0	13.0	13.0	13.0	13.0	13.0	13.0	13.0	13.0	13.0	13.0	13.0	13.0	13.0	13.0	13.0	13.0	13.0	13.0	13.0	13.0	13.0
	PM10	Onsite	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
		Offsite	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		Total	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
	ROG	Onsite	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8
		Offsite	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		Total	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8
	SOx	Offsite	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Mobile Trips (Offsite)	CO	Offsite	30.2	30.2	30.2	23.4	23.4	23.4	23.4	23.4	25.6	25.6	25.6	25.6	23.4	23.4	23.4	23.4	23.4	25.6	25.6	25.6	25.6	19.9	19.9	19.9	19.9	15.3
		Total	30.2	30.2	30.2	23.4	23.4	23.4	23.4	23.4	25.6	25.6	25.6	25.6	23.4	23.4	23.4	23.4	23.4	25.6	25.6	25.6	25.6	19.9	19.9	19.9	19.9	15.3
	NOx	Offsite	6.1	6.1	6.1	5.4	5.4	5.4	5.4	5.4	5.6	5.6	5.6	5.6	5.4	5.4	5.4	5.4	5.4	5.6	5.6	5.6	5.6	5.0	5.0	5.0	5.0	4.6
		Total	6.1	6.1	6.1	5.4	5.4	5.4	5.4	5.4	5.6	5.6	5.6	5.6	5.4	5.4	5.4	5.4	5.4	5.6	5.6	5.6	5.6	5.0	5.0	5.0	5.0	4.6
	PM10	Offsite	0.3	0.3	0.3	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
		Total	0.3	0.3	0.3	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
	ROG	Offsite	3.3	3.3	3.3	2.6	2.6	2.6	2.6	2.6	2.8	2.8	2.8	2.8	2.6	2.6	2.6	2.6	2.6	2.8	2.8	2.8	2.8	2.2	2.2	2.2	2.2	1.7
		Total	3.3	3.3	3.3	2.6	2.6	2.6	2.6	2.6	2.8	2.8	2.8	2.8	2.6	2.6	2.6	2.6	2.6	2.8	2.8	2.8	2.8	2.2	2.2	2.2	2.2	1.7
	SOx	Offsite	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Grand Total	CO	Onsite	13.6	13.6	13.6	13.6	13.6	13.6	13.6	13.6	13.6	13.6	13.6	13.6	13.6	13.6	13.6	13.6	13.6	13.6	13.6	13.6	13.6	13.6	13.6	13.6	13.6	13.6
		Offsite	30.5	30.5	30.5	23.7	23.7	23.7	23.7	23.7	25.9	25.9	25.9	25.9	23.7	23.7	23.7	23.7	23.7	25.9	25.9	25.9	25.9	20.2	20.2	20.2	20.2	15.6
		Total	44.1	44.1	44.1	37.3	37.3	37.3	37.3	37.3	39.5	39.5	39.5	39.5	37.3	37.3	37.3	37.3	37.3	39.5	39.5	39.5	39.5	33.8	33.8	33.8	33.8	29.2
	NOx	Onsite	12.5	12.5	12.5	12.5	12.5	12.5	12.5	12.5	12.5	12.5	12.5	12.5	12.5	12.5	12.5	12.5	12.5	12.5	12.5	12.5	12.5	12.5	12.5	12.5	12.5	12.5
		Offsite	6.6	6.6	6.6	5.9	5.9	5.9	5.9	5.9	6.1	6.1	6.1	6.1	5.9	5.9	5.9	5.9	5.9	6.1	6.1	6.1	6.1	5.5	5.5	5.5	5.5	5.1
		Total	19.1	19.1	19.1	18.4	18.4	18.4	18.4	18.4	18.6	18.6	18.6	18.6	18.4	18.4	18.4	18.4	18.4	18.6	18.6	18.6	18.6	18.0	18.0	18.0	18.0	17.6
	PM10	Onsite	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
		Offsite	0.3	0.3	0.3	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
		Total	0.6	0.6	0.6	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
	ROG	Onsite	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8
		Offsite	3.3	3.3	3.3	2.6	2.6	2.6	2.6	2.6	2.8	2.8	2.8	2.8	2.6	2.6	2.6	2.6	2.6	2.8	2.8	2.8	2.8	2.2	2.2	2.2	2.2	1.7
		Total	5.1	5.1	5.1	4.4	4.4	4.4	4.4	4.4	4.6	4.6	4.6	4.6	4.4	4.4	4.4	4.4	4.4	4.6	4.6	4.6	4.6	4.0	4.0	4.0	4.0	3.5
	SOx	Offsite	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Source: *Final Mitigated Negative Declaration for Security Program - In-Line Baggage Screening System, Terminals 1 through 8* , Prepared for Los Angeles World Airports, Prepared by PCR Services Corporation, March 2006.

Los Angeles International Airport
In-Line Baggage Screening System

Emissions in lbs/day 2010

Project	Pollutant	OnOff	7/6	7/13	7/20	7/27	8/3	8/10	8/17	8/24	8/31	9/7	9/14	9/21	9/28	10/5	10/12	10/19	10/26	11/2	11/9	11/16	11/23	11/30	12/7	12/14	12/21	12/28	1/4	1/11	1/18	1/25
Staging Area	CO	Onsite	13.6	13.6	13.6	13.6	13.6	13.6	13.6	13.6	13.6	13.6	13.6	13.6	13.6	13.6	13.6	13.6	13.6	13.6	13.6	13.6	13.6	13.6	13.6	13.6	13.6	13.6	14.1	14.1	14.1	14.1
		Offsite	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
		Total	13.9	13.9	13.9	13.9	13.9	13.9	13.9	13.9	13.9	13.9	13.9	13.9	13.9	13.9	13.9	13.9	13.9	13.9	13.9	13.9	13.9	13.9	13.9	13.9	13.9	13.9	14.4	14.4	14.4	14.4
	NOx	Onsite	12.5	12.5	12.5	12.5	12.5	12.5	12.5	12.5	12.5	12.5	12.5	12.5	12.5	12.5	12.5	12.5	12.5	12.5	12.5	12.5	12.5	12.5	12.5	12.5	12.5	12.5	11.9	11.9	11.9	11.9
		Offsite	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.4	0.4	0.4	0.4
		Total	13.0	13.0	13.0	13.0	13.0	13.0	13.0	13.0	13.0	13.0	13.0	13.0	13.0	13.0	13.0	13.0	13.0	13.0	13.0	13.0	13.0	13.0	13.0	13.0	13.0	13.0	12.3	12.3	12.3	12.3
	PM10	Onsite	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.2	0.2	0.2	0.2
		Offsite	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		Total	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.2	0.2	0.2	0.2
	ROG	Onsite	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8
		Offsite	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		Total	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8
	SOx	Offsite	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Mobile Trips (Offsite)	CO	Offsite	15.3	15.3	15.3	14.2	14.2	14.2	14.2	14.2	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	9.6	9.6	9.6	9.6	9.6	6.2	6.2	6.2	6.2	6.2	5.7	5.7	5.7	2.5
		Total	15.3	15.3	15.3	14.2	14.2	14.2	14.2	14.2	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	9.6	9.6	9.6	9.6	9.6	6.2	6.2	6.2	6.2	6.2	5.7	5.7	5.7	2.5
	NOx	Offsite	4.6	4.6	4.6	4.4	4.4	4.4	4.4	4.4	4.2	4.2	4.2	4.2	4.2	4.2	4.2	4.2	4.0	4.0	4.0	4.0	4.0	3.6	3.6	3.6	3.6	3.6	3.3	3.3	3.3	2.9
		Total	4.6	4.6	4.6	4.4	4.4	4.4	4.4	4.4	4.2	4.2	4.2	4.2	4.2	4.2	4.2	4.2	4.0	4.0	4.0	4.0	4.0	3.6	3.6	3.6	3.6	3.6	3.3	3.3	3.3	2.9
	PM10	Offsite	0.2	0.2	0.2	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
		Total	0.2	0.2	0.2	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
	ROG	Offsite	1.7	1.7	1.7	1.6	1.6	1.6	1.6	1.6	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.1	1.1	1.1	1.1	1.1	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.3
		Total	1.7	1.7	1.7	1.6	1.6	1.6	1.6	1.6	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.1	1.1	1.1	1.1	1.1	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.3
	SOx	Offsite	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Grand Total	CO	Onsite	13.6	13.6	13.6	13.6	13.6	13.6	13.6	13.6	13.6	13.6	13.6	13.6	13.6	13.6	13.6	13.6	13.6	13.6	13.6	13.6	13.6	13.6	13.6	13.6	13.6	13.6	14.1	14.1	14.1	14.1
		Offsite	15.6	15.6	15.6	14.5	14.5	14.5	14.5	14.5	12.2	12.2	12.2	12.2	12.2	12.2	12.2	12.2	9.9	9.9	9.9	9.9	9.9	6.5	6.5	6.5	6.5	6.5	6.0	6.0	6.0	2.8
		Total	29.2	29.2	29.2	28.1	28.1	28.1	28.1	28.1	25.8	25.8	25.8	25.8	25.8	25.8	25.8	25.8	23.5	23.5	23.5	23.5	23.5	20.1	20.1	20.1	20.1	20.1	20.1	20.1	20.1	16.9
	NOx	Onsite	12.5	12.5	12.5	12.5	12.5	12.5	12.5	12.5	12.5	12.5	12.5	12.5	12.5	12.5	12.5	12.5	12.5	12.5	12.5	12.5	12.5	12.5	12.5	12.5	12.5	12.5	11.9	11.9	11.9	11.9
		Offsite	5.1	5.1	5.1	4.9	4.9	4.9	4.9	4.9	4.7	4.7	4.7	4.7	4.7	4.7	4.7	4.7	4.5	4.5	4.5	4.5	4.5	4.1	4.1	4.1	4.1	4.1	3.7	3.7	3.7	3.3
		Total	17.6	17.6	17.6	17.4	17.4	17.4	17.4	17.4	17.2	17.2	17.2	17.2	17.2	17.2	17.2	17.2	17.0	17.0	17.0	17.0	17.0	16.6	16.6	16.6	16.6	16.6	15.6	15.6	15.6	15.2
	PM10	Onsite	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.2	0.2	0.2	0.2
		Offsite	0.2	0.2	0.2	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
		Total	0.5	0.5	0.5	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.3	0.3	0.3	0.3
	ROG	Onsite	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8
		Offsite	1.7	1.7	1.7	1.6	1.6	1.6	1.6	1.6	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.1	1.1	1.1	1.1	1.1	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.3
		Total	3.5	3.5	3.5	3.4	3.4	3.4	3.4	3.4	3.1	3.1	3.1	3.1	3.1	3.1	3.1	3.1	2.9	2.9	2.9	2.9	2.9	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.1
	SOx	Offsite	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Source: *Final Mitigated Negative Declaration for Security Program - In-Line Baggage Screening System, Terminals 1 through 8* , Prepared for Los Angeles World Airports, Prepared by PCR Services Corporation, March 2006.

Los Angeles International Airport
In-Line Baggage Screening System

Peak Emissions in lbs/d		Jan-09	Feb-09	Mar-09	Apr-09	May-09	Jun-09	Jul-09	Aug-09	Sep-09	Oct-09	Nov-09	Dec-09	Jan-10	Feb-10	Mar-10	Apr-10	May-10	Jun-10
CO	Onsite	13.6	13.6	13.6	13.6	13.6	13.6	13.6	13.6	13.6	13.6	13.6	13.6	14.1	-	-	-	-	-
	Offsite	30.5	23.7	25.9	23.7	25.9	20.2	15.6	14.5	12.2	12.2	9.9	6.5	6.0	-	-	-	-	-
	Total	44.1	37.3	39.5	37.3	39.5	33.8	29.2	28.1	25.8	25.8	23.5	20.1	20.1	-	-	-	-	-
NOx	Onsite	12.5	12.5	12.5	12.5	12.5	12.5	12.5	12.5	12.5	12.5	12.5	12.5	11.9	-	-	-	-	-
	Offsite	6.6	5.9	6.1	5.9	6.1	5.5	5.1	4.9	4.7	4.7	4.5	4.1	3.7	-	-	-	-	-
	Total	19.1	18.4	18.6	18.4	18.6	18.0	17.6	17.4	17.2	17.2	17.0	16.6	15.6	-	-	-	-	-
PM10	Onsite	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.2	-	-	-	-	-
	Offsite	0.3	0.2	0.2	0.2	0.2	0.2	0.2	0.1	0.1	0.1	0.1	0.1	0.1	-	-	-	-	-
	Total	0.6	0.5	0.5	0.5	0.5	0.5	0.5	0.4	0.4	0.4	0.4	0.4	0.3	-	-	-	-	-
ROG	Onsite	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	-	-	-	-	-
	Offsite	3.3	2.6	2.8	2.6	2.8	2.2	1.7	1.6	1.3	1.3	1.1	0.7	0.7	-	-	-	-	-
	Total	5.1	4.4	4.6	4.4	4.6	4.0	3.5	3.4	3.1	3.1	2.9	2.5	2.5	-	-	-	-	-
SOx	Offsite	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-	-	-	-	-
	Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-	-	-	-	-

Source: *Final Mitigated Negative Declaration for Security Program - In-Line Baggage Screening System, Terminals 1 through 8* , Prepared for Los Angeles World Airports, Prepared by PCR Services Corporation, March 2006.

Los Angeles International Airport
In-Line Baggage Screening System

Annual Emissions i

		2009	2010
CO	Onsite	2.12	0.169
	Offsite	2.79	0.062
	Total	4.91	0.232
NOx	Onsite	1.95	0.143
	Offsite	0.83	0.043
	Total	2.78	0.186
PM10	Onsite	0.047	0.002
	Offsite	0.025	0.001
	Total	0.072	0.004
ROG	Onsite	0.281	0.022
	Offsite	0.304	0.007
	Total	0.585	0.029
SOx	Offsite	0.000	0.000
	Total	0.000	0.000

tons CO2
1005.0

Estimated Worst Case Construction Emissions By Phase

			Pollutant Emissions (lbs/day)					
Months	**Construction Phase**	**Days**	**CO**	**ROC**	**NOx**	**SOx**	**PM10**	
1	Demolition	26	41	6	53	<1	6	
1	Site Preparation	26	54	7	53	<1	8	
14	**Building Erection/Finishing Ph1**	**364**	**88**	**43**	**46**	**<1**	**2**	
20	Building Erection/Finishing Ph2	520	55	38	14	<1	1	

			Pollutant Emissions (tons/yr)						
Year	**Months**	**Construction Phase**	**Days**	**CO**	**ROC**	**NOx**	**SOx**	**PM10**	
1	1	Demolition	26	0.533	0.078	0.689	<1	0.078	
	1	Site Preparation	26	0.702	0.091	0.689	<1	0.104	
	10	Building Erection/Finishing Ph1	260	11.44	5.59	5.98	<1	0.260	
2	4	Building Erection/Finishing Ph1	104	4.58	2.24	2.39	<1	0.104	
	8	Building Erection/Finishing Ph2	208	5.72	3.95	1.46	<1	0.104	
3	12	Building Erection/Finishing Ph2	312	8.58	5.93	2.18	<1	0.156	
									CO2
		Total Emissions (tons/year)	Year 1	12.68	5.76	7.36	<1	0.442	2535.00
			Year 2	10.30	6.19	3.85	<1	0.208	2059.20
			Year 3	8.58	5.93	2.18	<1	0.156	1716.00

Source: *Final Mitigated Negative Declaration - Tom Bradley International Terminal Improvements and Baggage Screening Facilities Project* , LAWA, November 2004.

Assumes 26 working days per month

LAX Taxiway S and ARFF Demolition/Excavation (TBIT Reconfiguration)

Construction - Emissions Summary (Maximum Daily, Maximum Quarterly, Annual, and Project Total)

Maximum Daily Emissions, Uncontrolled (lb/day)

Pollutant	Q1	Q2	Q3	Q4	Q5	Q6	Project Max [b.]
Carbon monoxide, CO	-	-	309.3	507.8	427.6	351.9	507.8
Reactive organic Gas, ROG	-	-	66.6	126.3	100.9	78.0	126.3
Nitrogen oxides, NOx	-	-	524.5	948.7	783.0	612.3	948.7
Sulfur dioxide, SO2	-	-	0.6	1.1	0.9	0.7	1.1
Respirable particulates, PM10	-	-	44.0	71.1	68.5	56.9	71.1
Fine particulates, PM2.5	-	-	26.8	48.9	41.7	32.8	48.9

Source: ESC 2008, CDM 2008, and SCAQMD 2007.

Prepared by: CDM 2008.

Maximum Daily Emissions, Controlled (lb/day) [a]

Pollutant	Q1	Q2	Q3	Q4	Q5	Q6	Project Max [b.]
Carbon monoxide, CO	-	-	309.3	507.8	427.6	351.9	507.8
Reactive organic Gas, ROG	-	-	66.6	126.3	100.9	78.0	126.3
Nitrogen oxides, NOx	-	-	524.5	948.7	783.0	612.3	948.7
Sulfur dioxide, SO2	-	-	0.6	1.1	0.9	0.7	1.1
Respirable particulates, PM10	-	-	38.7	56.5	55.3	45.5	56.5
Fine particulates, PM2.5	-	-	22.0	35.8	33.4	26.0	35.8

Source: ESC 2008, CDM 2008, and SCAQMD 2007.

Prepared by: CDM 2008.

a. "Controlled" includes emission reduction measures required by regulation (e.g., SCAQMD Rule 403), or the LAX Master Plan Community Benefits Agreement (construction equipment diesel particulate filters). These reduction are part of the project design.

b. Project Max refers to the maximum emissions that occur during the overlapping construction period with the CFTP.

Maximum Quarterly Emissions, Controlled (tons/quarter)

Pollutant	Q1	Q2	Q3	Q4	Q5	Q6	Project Max [b.]
Carbon monoxide, CO	-	-	10.82	16.71	15.80	12.66	16.71
Reactive organic Gas, ROG	-	-	2.20	3.98	3.65	2.74	3.98
Nitrogen oxides, NOx	-	-	18.12	30.42	28.64	21.75	30.42
Sulfur dioxide, SO2	-	-	0.02	0.04	0.03	0.03	0.04
Respirable particulates, PM10	-	-	1.45	1.97	1.96	1.70	1.97
Fine particulates, PM2.5	-	-	0.81	1.21	1.19	0.95	1.21
Carbon dioxide, CO2	-	-	2,263.70	3,469.60	3,342.55	2,648.74	3,469.60

Source: ESC 2008, CDM 2008, and SCAQMD 2007.

Prepared by: CDM 2008.

SCAQMD Significance Threshold = South Coast Air Quality Management District Air Quality Significance Threshold for construction emissions, December 2007, http://www.aqmd.gov/CEQA/handbook/signthres.pdf

Total Emissions (tons)

Pollutant	Year 1	Year 2	Project Total
CO	27.52	28.47	55.99
ROG	6.18	6.39	12.57
NOx	48.54	50.40	98.93
SOx	0.06	0.06	0.12
PM10	3.42	3.66	7.08
PM2.5	2.02	2.15	4.17
CO2	5,733.30	5,991.29	11,724.59

Maximum Daily Emissions, Controlled, by Equipment Category (lb/day) [a]

Equipment Type	CO	ROG	NOx	SOx	PM10	PM2.5
Off-road, On-Site Equipment	284.3	86.8	584.4	0.63	22.3	17.7
On-Road, On-Site Trucks	18.0	4.6	58.6	0.06	3.9	2.6
On-Road, Offsite Deliveries	88.7	22.8	289.6	0.28	19.5	13.1
On-Road, Offsite Workers	116.8	12.1	16.2	0.13	10.8	2.4
Fugitive Dust					-	-
Paving/Painting ROG						
Total (lbs/day)	507.8	126.3	948.7	1.09	56.5	35.8

a. "Controlled" includes emission reduction measures required by regulation (e.g., SCAQMD Rule 403), or the LAX Master Plan Community Benefits Agreement (construction equipment diesel particulate filters). These reduction are part of the project design.

Los Angeles International Airport

Korean Air Cargo Terminal Improvement Project

Estimated Worst Case Construction Emissions By Phase

			Pollutant Emissions (lbs/day)							
Months	**Construction Phase**	**Days**	**CO**	**ROG**	**NOx**	**SOx**	**PM2.5**	**PM10**	**CO2**
1	Demolition	27	7.67	1.61	12.50	0.01	1.54	4.57	1,346.01
10	Construction Phase	258	9.72	1.62	12.59	0.01	0.71	0.79	1,621.55
1	Coating	27	0.34	25.25	0.02	0.00	0.00	0.00	36.64

			Pollutant Emissions (tons/yr)							
Year	**Months**	**Construction Phase**	**Days**	**CO**	**ROG**	**NOx**	**SOx**	**PM2.5**	**PM10**	**CO2**
2009	1	Demolition	27	0.10	0.02	0.17	0.00	0.02	0.06	18.17
	10	Construction Phase	258	1.25	0.21	1.62	0.00	0.09	0.10	209.18
	1	Coating	27	0.00	0.34	0.00	0.00	0.00	0.00	0.49
Total Emissions (tons/year)			Year 2009	1.36	0.57	1.79	0.00	0.112	0.163	227.845

Emissions estimated by CDM using URBEMIS2007 v.9.2.4 output, based on project description provided in:

Korean Air Cargo Terminal Improvement Project Draft Initial Study/Mitigated Negative Declaration , LAWA, March 2007.

Assumes 26 working days per month, one year project

Los Angeles International Airport

Airport Operations Center (AOC)/Emergency Operations Center (EOC)

Estimated Worst Case Construction Emissions By Phase

			Pollutant Emissions (lbs/day)							
Months	**Construction Phase**	**Days**	**CO**	**ROG**	**NOx**	**SOx**	**PM2.5**	**PM10**	**CO2**
1	Demolition	27	8.83	1.83	15.37	0.01	2.18	7.21	1695.91
10	Construction Phase	256	5.78	1.33	9.95	0.00	0.59	0.65	993.48
1	Coating	28	0.10	7.65	0.01	0.00	0.00	0.00	11.11

			Pollutant Emissions (tons/yr)							
Year	**Months**	**Construction Phase**	**Days**	**CO**	**ROG**	**NOx**	**SOx**	**PM2.5**	**PM10**	**CO2**
2009	1	Demolition	27	0.12	0.02	0.21	0.00	0.03	0.10	22.89
	10	Construction Phase	256	0.74	0.17	1.27	0.00	0.08	0.08	127.17
	1	Coating	28	0.00	0.11	0.00	0.00	0.00	0.00	0.16
		Emissions (tons/year)	Year 2009	0.86	0.30	1.48	0.00	0.105	0.180	150.2

Emissions estimated by CDM using URBEMIS2007 v.9.2.4 output, based on consultation with LAWA.

Assumes 26 working days per month, one year project

Los Angeles International Airport

Westchester Rainwater Improvement Project

Estimated Worst Case Construction Emissions By Phase

			Pollutant Emissions (lbs/day)							
Months	**Construction Phase**	**Days**	**CO**	**ROG**	**NOx**	**SOx**	**PM2.5**	**PM10**	**CO2**
1	Trenching	27	9.5	2.2	19.0	0.00	0.9	0.9	1,839.0
10	Mass Grading	256	27.0	5.7	58.4	0.04	11.6	46.3	6,255.8
1	Fine Grading	27	14.1	3.2	26.5	0.00	10.3	44.7	2,371.7

			Pollutant Emissions (tons/yr)							
Year	**Months**	**Construction Phase**	**Days**	**CO**	**ROG**	**NOx**	**SOx**	**PM2.5**	**PM10**	**CO2**
2009	1	Trenching	27	0.1	0.0	0.3	0.0	0.0	0.0	24.8
	10	Mass Grading	256	3.5	0.7	7.5	0.0	1.5	5.9	800.7
	1	Fine Grading	27	0.2	0.0	0.4	0.0	0.1	0.6	32.0
		Emissions (tons/year)	Year 2009	3.8	0.8	8.1	0.0	1.6	6.5	857.6

Emissions estimated by CDM using URBEMIS2007 v.9.2.4 output, based on project description provided in:

http://www.lapropo.org/sitefiles/westchester/facilityworks.htm

Assumes 26 working days per month.

Cumulative Construction Projects Emissions Estimates

	Peak Daily Emissions, lbs/day						CO_2
Construction Project	**CO**	**ROG**	**NOx**	**SOx**	**PM10**	**PM2.5**	**tons**
In-Line Baggage Screening System [a.,h.]	44	5	19	0.00	1	[e.]	1,005
TBIT Interior Improvements Program [b.,h.]	88	43	46	<1	2	[e.]	6,310
Airfield Intersections Improvement Project - Phase 2 [c.]	41	22	71	0.08	15	7	558
AOA Perimeter Fence Project [d.]	2	1	4	0.00	1	0	10
North Airfield Waterline Repair [d.]	5	1	10	0.01	1	1	23
TBIT Reconfiguration Project (Taxiway S & ARFF Demolition) [d.]	508	126	949	1.09	57	36	11,725
Korean Air Cargo Terminal Improvement Project [d.]	10	25	13	0.01	5	2	228
AOC/EOC [d.]	9	8	15	0.01	7	2	150
Westchester Rainwater Improvement Project [d.]	27	6	58	0.04	46	12	858
Total Peak Daily Emissions from Other Projects [i.]	734	237	1,185	1.24	134	59	20,866
CFTP Peak Daily Emissions, lbs/day [i.]	596	278	1,146	1.29	126	48	
CFTP Annual CO2 Emissions, tons							19,948
Total Cumulative Construction Project Emissions, lbs/day [i.]	**1,330**	**515**	**2,332**	**2.53**	**260**	**106**	
Total Cumulative Construction Project CO_2 Emissions, tons							**40,814**
SCAQMD Construction Emission Significance Thresholds, lbs/day	550	75	100	150	150	55	[f.]
Emissions Significant ?	**Yes**	**Yes**	**Yes**	**No**	**Yes**	**Yes**	[f.]

Sources: CDM 2008, PCR 2006, PCR 2004.

Notes:

[a.] Los Angeles World Airports, Final Mitigated Negative Declaration: Security Program - In-Line Baggage Screening System, Terminals 1 - 8, prepared by PCR Services Corporation, March 2006.

[b.] Los Angeles World Airports, Tom Bradley International Terminal Improvements and Baggage Screening Facilities Project, prepared by PCR Services Corporation, November 2004. Project is currently in the Building/Erection Phase, so values are for that phase.

[c.] Los Angeles World Airports, "Airfield Intersections Improvement Project Equipment Inventory - Peak Day Jan 2009-Jan2010 ," prepared by HNTB, May 22, 2008.

[d.] Equipment estimates developed by CDM in consultation with LAWA.

[e.] Reference document did not provide values for these pollutants.

[f.] No significance threshold currently approved.

[h.] Annual CO2 emissions estimated by CDM from average of CO2-to-CO annual emissions for TBIT Backside Gates, North Airfield Waterline Replacement, Perimeter Fence, and Airfield Intersection Improvements Projects.

[i.] Sum of peak daily emissions for each individual project, these peaks may not necessarily overlap with the peak daily emissions from the CFTP or from the other cumulative projects.

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