Draft Environmental Impact Report (Draft EIR)

[State Clearinghouse No. 2008121080]

for

Los Angeles International Airport (LAX)
Bradley West Project

(formerly Los Angeles International Airport [LAX] Tom Bradley International Terminal [TBIT] Reconfiguration Project)

Volume 5

Appendix D

City of Los Angeles
Los Angeles City File No. AD 043-08

May 2009

BRADLEY WEST PROJECT

Appendix D
LAX Bradley West Project Draft EIR

Construction Surface Transportation Data

May 2009

Prepared for:

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

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Appendix D Construction Surface Transportation Data

Appendix D-1 Study Area Intersection Geometries

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Appendix D-1
LAX Bradley West Project Draft EIR

Study Area Intersection Geometries

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1. INTERSECTION GEOMETRY

Appendix D-1 provides the current and mitigated geometry for each of the 28 intersections included in the construction traffic study.

Figure 1 TRAFFIX Lane Geometry Report (Baseline 2008)

TBIT RP

Lane Geometry Report

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

Node	Intersection	NB	SB	EB	WB
14	AVIATION BLVD. @ CENTURY BLVD.	201100	202010	103100	103100
16	IMPERIAL HWY. @ AVIATION BLVD.	202010	201110	202100	203010
19	AVIATION BLVD. @ 111TH	101100	101100	100100	101100
36	La CIENEGA BLVD. @ CENTURY BLVD	102020	102020	103010	103100
39	CENTURY BLVD. @ 405 N/B RAMP	200010	000010	102110	002100
47	IMPERIAL HWY. @ DOUGLAS ST.	101020	100011	102100	202100
65	SEPULVEDA @ H. HUGHES PARKWAY	004010	203000	000000	300010
67	IMPERIAL HWY. @ La CIENEGA BLVD.	201110	201110	203020	203020
68	IMPERIAL HWY @MAIN STREET	110010	000000	002010	102010
69	IMPERIAL HWY @ PERSHING DR.	000001	200010	202000	002010
71	IMPERIAL HWY @ SEPULVEDA BL.	103010	203100	203010	203010
73	IMPERIAL HWY @ NASH ST.	100020	110110	002100	203000
74	IMPERIAL HWY. @ 105 RAMP	200020	000000	002110	202000
75	IMPERIAL HWY. @ 405 NORTH RAMP	100001	000000	002110	002110
89	La CIENEGA BLVD. @ LENNOX BLVD	001100	102100	000000	110010
94	La CIENEGA BLVD. @ 111TH STREET	102000	002100	200010	000000
96	La CIENEGA BLVD. @ 405 S/B RAMP	001110	102000	000000	100001
97	La CIENEGA BLVD. @ 405 S/B RAMP	001100	201100	000010	000020
98	La CIENEGA BLVD. @ 405 S/B RAMP	102010	102100	000001	200010
101	SEPULVEDA BLVD. @ LA TIJERA BLVD.	102100	102100	102010	101100
108	SEPULVEDA BLVD. @ LINCOLN BLVD.	402100	003100	000040	000010
114	SEPULVEDA BLVD. @ MANCHESTER AVE.	102100	102100	202010	102010
123	WESTCHESTER PARKWAY @ PERSHING DRIV	002010	102000	000000	200010
135	SEPULVEDA BLVD. @ WESTCHESTER PARKW	102100	102100	101100	101100
136	SEPULVEDA BLVD. @ 76th/77th STREET	102100	102100	201010	101010
137	SEPULVEDA BLVD. @ 79th/80th STREET	102100	103010	101010	100100
138	SEPULVEDA BLVD. @ 83rd STREET	102100	102100	000001	100100
1000	La CIENEGA BLVD. @ 104 TH STREET	101100	102100	101010	000001

Figure 2 TRAFFIX Lane Geometry Report (2010-Premitigated)

TBIT RP

Lane Geometry Report

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

Node	Intersection	NB	SB	EB	WB
14	AVIATION BLVD. @ CENTURY BLVD.	201100	202010	103100	103100
16	IMPERIAL HWY. @ AVIATION BLVD.	202010	201110	202100	203010
19	AVIATION BLVD. @ 111TH	101100	101100	100100	101100
36	La CIENEGA BLVD. @ CENTURY BLVD	102020	102020	103010	103100
39	CENTURY BLVD. @ 405 N/B RAMP	200010	000010	102110	002100
47	IMPERIAL HWY. @ DOUGLAS ST.	101020	100011	102100	202100
65	SEPULVEDA @ H. HUGHES PARKWAY	004010	203000	000000	300010
67	IMPERIAL HWY. @ La CIENEGA BLVD.	201110	201110	203020	203020
68	IMPERIAL HWY @MAIN STREET	110010	000000	002010	102010
69	IMPERIAL HWY @ PERSHING DR.	000001	200010	202000	102010
71	IMPERIAL HWY @ SEPULVEDA BL.	103010	203100	203010	203010
73	IMPERIAL HWY @ NASH ST.	100020	110110	002100	203000
74	IMPERIAL HWY. @ 105 RAMP	200020	000000	002110	202000
75	IMPERIAL HWY. @ 405 NORTH RAMP	100001	000000	002110	002110
89	La CIENEGA BLVD. @ LENNOX BLVD	001100	102100	000000	110010
94	La CIENEGA BLVD. @ 111TH STREET	102000	002100	200010	000000
96	La CIENEGA BLVD. @ 405 S/B RAMP	001110	102000	000000	100001
97	La CIENEGA BLVD. @ 405 S/B RAMP	001100	201100	000010	000020
98	La CIENEGA BLVD. @ 405 S/B RAMP	102010	102100	000001	200010
101	SEPULVEDA BLVD. @ LA TIJERA BLVD.	103010	103010	102010	101100
108	SEPULVEDA BLVD. @ LINCOLN BLVD.	402100	003100	000040	000010
114	SEPULVEDA BLVD. @ MANCHESTER AVE.	103010	103010	202010	102010
123	WESTCHESTER PARKWAY @ PERSHING DR	002010	102000	000000	200010
135	SEPULVEDA BLVD. @ WESTCHESTER PARKW	103010	103010	101100	101100
136	SEPULVEDA BLVD. @ 76th/77th STREET	103010	103010	201010	101010
137	SEPULVEDA BLVD. @ 79th/80th STREET	102100	103010	101010	100100
138	SEPULVEDA BLVD. @ 83rd STREET	102100	102100	000001	100100
1000	La CIENEGA BLVD. @ 104 TH STREET	101100	102100	101010	000001

Figure 3 TRAFFIX Lane Geometry Report (2010 Scenario 3 Mitigated)

TBIT RP

Lane Geometry Report

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

Node	Intersection	NB	SB	EB	WB
14	AVIATION BLVD. @ CENTURY BLVD.	201100	202010	103100	103100
16	IMPERIAL HWY. @ AVIATION BLVD.	202010	201110	202100	203010
19	AVIATION BLVD. @ 111TH	101100	101100	100100	101100
36	La CIENEGA BLVD. @ CENTURY BLVD	102020	102020	103020	103010
39	CENTURY BLVD. @ 405 N/B RAMP	200010	000010	102110	002100
47	IMPERIAL HWY. @ DOUGLAS ST.	101020	100011	102100	202100
65	SEPULVEDA @ H. HUGHES PARKWAY	004010	203000	000000	300010
67	IMPERIAL HWY. @ La CIENEGA BLVD.	201110	201110	203020	203020
68	IMPERIAL HWY @MAIN STREET	110010	100000	002010	202010
69	IMPERIAL HWY @ PERSHING DR.	000001	110100	201100	011020
71	IMPERIAL HWY @ SEPULVEDA BL.	103010	203100	203010	203010
73	IMPERIAL HWY @ NASH ST.	100020	110110	002100	203000
74	IMPERIAL HWY. @ 105 RAMP	200020	000000	002110	202000
75	IMPERIAL HWY. @ 405 NORTH RAMP	100001	000000	002110	002110
89	La CIENEGA BLVD. @ LENNOX BLVD	001100	102100	000000	110010
94	La CIENEGA BLVD. @ 111TH STREET	102000	002100	200010	000000
96	La CIENEGA BLVD. @ 405 S/B RAMP	001110	102000	000000	100001
97	La CIENEGA BLVD. @ 405 S/B RAMP	001100	201100	000010	000020
98	La CIENEGA BLVD. @ 405 S/B RAMP	102010	102100	000001	200010
101	SEPULVEDA BLVD. @ LA TIJERA BLVD.	103010	103010	102010	101100
108	SEPULVEDA BLVD. @ LINCOLN BLVD.	402100	003100	000040	000010
114	SEPULVEDA BLVD. @ MANCHESTER AVE.	103010	203010	202010	102010
123	WESTCHESTER PARKWAY @ PERSHING DR	002010	102000	000000	200010
135	SEPULVEDA BLVD. @ WESTCHESTER PARKW	103010	103010	101100	101100
136	SEPULVEDA BLVD. @ 76th/77th STREET	103010	103010	201010	101010
137	SEPULVEDA BLVD. @ 79th/80th STREET	102100	103010	101010	100100
138	SEPULVEDA BLVD. @ 83rd STREET	102100	102100	000001	100100
1000	La CIENEGA BLVD. @ 104 TH STREET	101100	102100	101010	000001

Figure 4 TRAFFIX Lane Geometry Report (2010 Scenario 4 Mitigated)

TBIT RP

Lane Geometry Report

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

Node	Intersection	NB	SB	EB	WB
14	AVIATION BLVD. @ CENTURY BLVD.	201100	202010	103100	103100
16	IMPERIAL HWY. @ AVIATION BLVD.	202010	201110	202100	203010
19	AVIATION BLVD. @ 111TH	101100	101100	100100	101100
36	La CIENEGA BLVD. @ CENTURY BLVD	102020	102020	103020	103010
39	CENTURY BLVD. @ 405 N/B RAMP	200010	000010	102110	002100
47	IMPERIAL HWY. @ DOUGLAS ST.	101020	100011	102100	202100
65	SEPULVEDA @ H. HUGHES PARKWAY	004010	203000	000000	300010
67	IMPERIAL HWY. @ La CIENEGA BLVD.	201110	201110	203020	203020
68	IMPERIAL HWY @MAIN STREET	110010	100000	002010	202010
69	IMPERIAL HWY @ PERSHING DR.	000001	110100	201100	011020
71	IMPERIAL HWY @ SEPULVEDA BL.	103010	203100	203010	203010
73	IMPERIAL HWY @ NASH ST.	100020	110110	002100	203000
74	IMPERIAL HWY. @ 105 RAMP	200020	000000	002110	202000
75	IMPERIAL HWY. @ 405 NORTH RAMP	100001	000000	002110	002110
89	La CIENEGA BLVD. @ LENNOX BLVD	001100	102100	000000	110010
94	La CIENEGA BLVD. @ 111TH STREET	102000	002100	200010	000000
96	La CIENEGA BLVD. @ 405 S/B RAMP	001110	102000	000000	100001
97	La CIENEGA BLVD. @ 405 S/B RAMP	001100	201100	000010	000020
98	La CIENEGA BLVD. @ 405 S/B RAMP	102010	102100	000001	200010
101	SEPULVEDA BLVD. @ LA TIJERA BLVD.	103010	103010	102010	101100
108	SEPULVEDA BLVD. @ LINCOLN BLVD.	402100	003100	000040	000010
114	SEPULVEDA BLVD. @ MANCHESTER AVE.	103010	203010	202010	102010
123	WESTCHESTER PARKWAY @ PERSHING DRIV	002010	102000	000000	200010
135	SEPULVEDA BLVD. @ WESTCHESTER PARKW	103010	103010	101100	101100
136	SEPULVEDA BLVD. @ 76th/77th STREET	103010	103010	201010	101010
137	SEPULVEDA BLVD. @ 79th/80th STREET	102100	103010	101010	100100
138	SEPULVEDA BLVD. @ 83rd STREET	102100	102100	000001	100100
1000	La CIENEGA BLVD. @ 104 TH STREET	101100	102100	101010	000001

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Appendix D-2
LAX Bradley West Project Draft EIR

Construction Vehicle Haul Routes and Distributions

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1. CONSTRUCTION VEHICLE DISTRIBUTIONS

Appendix D-2 provides vehicle distribution of construction trips expected to be using the different routes entering and exiting the study area for the LAX 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 include employee trips, employee shuttle trips between the construction employee parking lots and the project site access, and the delivery trucks to the staging areas.

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Table 1

TBIT Reconfiguration Project (RP) Construction Study - Project-Related Construction Vehicle Routes (Northwest Construction Staging/Parking Area)

From	To	Route[1]	Percentage of Trips[2]
Employees Entering the Study Area			
I-405 South	Construction Employee Lot[5]	I-405 NB to I-105 WB to W. Imperial Hwy WB to Pershing Dr. NB to Westchester Pkwy EB	23%
I-405 North[6]	Construction Employee Lot[5]	I-405 SB to Howard Hughes Pkwy WB to S. Sepulveda SB to Westchester Pkwy WB	21%
I-105 East	Construction Employee Lot[5]	I-105 WB to Imperial WB to Pershing Dr. NB to Westchester Pkwy EB	32%
North Sepulveda[3,6]	Construction Employee Lot[5]	Sepulveda SB to Westchester Pkwy WB	6%
South Sepulveda	Construction Employee Lot[5]	Sepulveda NB to Lincoln WB to Westchester Pkwy WB	5%
East Century	Construction Employee Lot[5]	West Century WB to S. Sepulveda NB to Lincoln Blvd WB to Westchester Pkwy WB	3%
North La Cienega	Construction Employee Lot[5]	N. La Cienega SB to La Tijera Blvd SB to Westchester Pkwy WB	1%
South La Cienega	Construction Employee Lot[5]	S. La Cienega NB to W. Imperial Hwy WB to Pershing Dr. NB to Westchester Pkwy EB	0.1%
East Imperial	Construction Employee Lot[5]	W. Imperial WB to Pershing Dr. NB to Westchester Pkwy EB	5%
West Imperial	Construction Employee Lot[5]	W. Imperial EB to Pershing Dr. NB to Westchester Pkwy EB	0.03%
South Main	Construction Employee Lot[5]	South Main NB to W. Imperial WB to Pershing Dr. NB to Westchester Pkwy EB	0.1%
South Douglas/Nash[4]	Construction Employee Lot[5]	South Douglas NB to W. Imperial WB to Pershing Dr. NB to Westchester Pkwy EB	1%
North Aviation	Construction Employee Lot[5]	Aviation SB to I-105 WB to W. Imperial Hwy WB to Pershing Dr. NB to Westchester Pkwy EB	1%
South Aviation	Construction Employee Lot[5]	Aviation NB to I-105 WB to W. Imperial Hwy WB to Pershing Dr. NB to Westchester Pkwy EB	2%
East Lennox	Construction Employee Lot[5]	East Lennox WB to La Cienega SB to Imperial Hwy WB to Pershing Dr. NB to Westchester Pkwy EB	0.1%
Employees Exiting the Study Area			
Construction Employee Lot[5]	I-405 South	Westchester Pkwy WB to Pershing Dr. SB to W. Imperial Hwy EB to I-105 EB to I-405 SB	23%
Construction Employee Lot[5]	I-405 North[6]	Westchester Pkwy EB to S. Sepulveda NB to Howard Hughes Pkwy EB to I-405 NB	21%
Construction Employee Lot[5]	I-105 East	Westchester Pkwy WB to Pershing Dr. SB to Imperial EB to I-105 EB	32%
Construction Employee Lot[5]	North Sepulveda[3,6]	Westchester Pkwy EB to Sepulveda NB	6%
Construction Employee Lot[5]	South Sepulveda	Westchester Pkwy EB to Lincoln EB to Sepulveda SB	5%
Construction Employee Lot[5]	East Century	Westchester Pkwy EB to Pacific Coast Hwy SB Sepulveda Blvd SB to West Century EB	3%
Construction Employee Lot[5]	North La Cienega	Westchester Pkwy EB to La Tijera Blvd NB to N. La Cienega NB	1%
Construction Employee Lot[5]	South La Cienega	Westchester Pkwy WB to Pershing Dr. SB to W. Imperial Hwy EB to S. La Cienega SB	0.1%
Construction Employee Lot[5]	East Imperial	Westchester Pkwy WB to Pershing Dr. SB to W. Imperial EB	5%
Construction Employee Lot[5]	West Imperial	Westchester Pkwy WB to Pershing Dr. SB to W. Imperial WB	0.03%
Construction Employee Lot[5]	South Main	Westchester Pkwy WB to Pershing Dr. SB to W. Imperial EB to South Main SB	0.1%
Construction Employee Lot[5]	South Douglas/Nash	Westchester Pkwy WB to Pershing Dr. SB to W. Imperial EB to South Douglas SB	1%
Construction Employee Lot[5]	North Aviation	Westchester Pkwy WB to Pershing Dr. SB to W. Imperial Hwy EB to I-105 WB to Aviation Blvd NB	1%
Construction Employee Lot[5]	South Aviation	Westchester Pkwy WB to Pershing Dr. SB to W. Imperial Hwy EB to I-105 EB to Aviation SB	2%
Construction Employee Lot[5]	East Lennox	Westchester Pkwy WB to Pershing Dr. SB to Imperial Hwy EB to La Cienega NB to East Lennox EB	0.1%
Shuttles Entering the Construction Site			
Construction Employee Lot[5]	Construction Site	Westchester Pkwy WB to Pershing Dr. SB to World Way West EB	100%

Table 1

TBIT Reconfiguration Project (RP) Construction Study - Project-Related Construction Vehicle Routes (Northwest Construction Staging/Parking Area)

From	To	Route[1]	Percentage of Trips[2]
Shuttles Exiting the Construction Site			
Construction Site	Construction Employee Lot[5]	World Way West WB to Pershing Dr. NB to Westchester Pkwy EB	100%
Deliveries Entering the Construction Site			
I-405 South	Construction Site	I-405 NB to I-105 WB to Imperial WB to Pershing Dr. NB to Westchester Pkwy. EB	30%
I-405 North	Construction Site	I-405 SB to I-105 WB to Imperial WB to Pershing Dr. NB to Westchester Pkwy. EB	28%
I-105 East	Construction Site	I-105 WB to Imperial WB to Pershing Dr. NB to Westchester Pkwy. EB	42%
Deliveries Exiting the Construction Site			
Construction Site	I-405 South	Westchester Pkwy. WB to Pershing Dr. SB to Imperial EB to I-105 EB to I-405 SB	30%
Construction Site	I-405 North	Westchester Pkwy. WB to Pershing SB to Imperial EB to I-105 EB to I-405 NB	28%
Construction Site	I-105 East	Westchester Pkwy. WB to 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] Douglas Street and Nash Street are a one-way pair south of Imperial Highway.
[5] The construction employee lot is located along Westchester Pkwy immediately east of Pershing Dr.
[6] Approximately 50 percent of the vehicles entering/exiting the employee parking locations on Westchester Parkway between Pershing Drive and Lincoln Boulevard from Sepulveda are assumed to use La Tijera Parkway to access Westchester Parkway. The other 50% are assumed to use continue on Sepulveda to Westchester Parkway.

Sources: LAWA Staff and Ricondo & Associates, Inc., November 2008.

Table 2

TBIT Reconfiguration Project (RP) Construction Study - Project-Related Construction Vehicle Routes (East Contractor Employee Parking Area)

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

Table 2

TBIT Reconfiguration Project (RP) Construction Study - Project-Related Construction Vehicle Routes (East Contractor Employee Parking Area)

From	To	Route[1]	Percentage of Trips[2]
Shuttles Exiting the Construction Site			
Construction Site	Construction Employee Lot[5]	World Way West WB to Pershing Dr. 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 SB to I-105 WB to Imperial WB to Pershing Dr. NB to Westchester Pkwy. EB	30%
I-405 North	Construction Site	I-405 NB to I-105 WB to Imperial WB to Pershing Dr. NB to Westchester Pkwy. EB	28%
I-105 East	Construction Site	I-105 WB to Imperial WB to NB Pershing to EB Westchester Pkwy.	42%
Deliveries Exiting the Construction Site			
Construction Site	I-405 South	Westchester Pkwy. WB to Pershing SB to Imperial EB to I-105 EB to I-405 SB	30%
Construction Site	I-405 North	Westchester Pkwy. WB to Pershing SB to Imperial EB to I-105 EB to I-405 NB	28%
Construction Site	I-105 East	Westchester Pkwy. WB to 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] Douglas Street and Nash Street are a one-way pair south of Imperial Highway.
[5] The construction employee lot is located along La Cienega Boulevard opposite of Lennox Boulevard.

Sources: LAWA Staff and Ricondo & Associates, Inc., November 2008.

Table 3

TBIT Reconfiguration Project (RP) Construction Study - Project-Related Construction Vehicle Routes (Southeast Construction Staging/Parking Area)

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

Table 3

TBIT Reconfiguration Project (RP) Construction Study - Project-Related Construction Vehicle Routes (Southeast Construction Staging/Parking Area)

From	To	Route[1]	Percentage of Trips[2]
Shuttles Exiting the Construction Site			
Construction Site	Construction Employee Lot[5]	World Way West WB to Pershing Dr. SB to Imperial EB to Aviation NB to 111th EB	100%
Deliveries Entering the Construction Site			
I-405 South	Construction Site	I-405 SB to I-105 WB to Imperial WB to Pershing Dr. NB to Westchester Pkwy. EB	30%
I-405 North	Construction Site	I-405 NB to I-105 WB to Imperial WB to Pershing Dr. NB to Westchester Pkwy. EB	28%
I-105 East	Construction Site	I-105 WB to Imperial WB to NB Pershing to EB Westchester Pkwy.	42%
Deliveries Exiting the Construction Site			
Construction Site	I-405 South	Westchester Pkwy. WB to Pershing SB to Imperial EB to I-105 EB to I-405 SB	30%
Construction Site	I-405 North	Westchester Pkwy. WB to Pershing SB to Imperial EB to I-105 EB to I-405 NB	28%
Construction Site	I-105 East	Westchester Pkwy. WB to 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 Douglas Street and Nash Street are a one-way pair south of Imperial Highway.
5 The construction employee lot is located along 111th Street immediately east of Aviation Boulevard.

Sources: LAWA Staff and Ricondo & Associates, Inc., November 2008.

Appendix D-3
LAX Bradley West Project Draft EIR

Study Area Intersection Volumes

May 2009

Prepared for:

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

Prepared by:

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1. INTERSECTION VOLUMES

Appendix D-3 provides baseline and projected intersection volumes used in the TBIT-RP construction traffic analysis. The following are the four parking and trip distribution scenarios that were studied as part of the TBIT-RP construction traffic analysis which are included in the following study area intersection volume tables:

- Scenario 1: All Construction Employee Parking Occurs at the Northwest Construction Staging/ Parking Area
- Scenario 2: All Construction Employee Parking Occurs at the East Contractor Employee Parking Area or the Southeast Construction Staging/Parking Area
- Scenario 3: Sensitivity Analysis Assuming Temporary 60% Surge in Number of Employees and Employee Parking Demand is Distributed between the Northwest Construction Staging/Parking Area (63%) and the Southeast Construction Staging/Parking Area (37%)
- Scenario 4: Sensitivity Analysis Assuming Temporary 60% Surge in Number of Employees and Employee Parking Demand is Distributed between the Northwest Construction Staging/Parking Area (37%) and the Southeast Construction Staging/Parking Area (63%)

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Table 1

LAX TBIT Reconfiguration Project - 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	
69.	Imperial Hwy. & Pershing Dr.	Construction AM	41	2	495	539	710	249	8	967	1	-	1	3	4	240	132	377	1,886
		Construction PM	166	25	726	917	623	467	4	1,094	7	-	4	11	-	492	135	627	2,649
68.	Imperial Hwy. & Main St.	Construction AM	-	-	2	2	4	783	251	1,037	461	-	209	670	92	619	-	710	2,419
		Construction PM	-	-	2	2	-	846	539	1,385	379	-	221	600	290	914	-	1,204	3,191
71.	Imperial Hwy. & Sepulveda Blvd.	Construction AM	20	1,331	147	1,497	182	127	151	459	465	996	73	1,534	94	188	125	408	3,899
		Construction PM	38	1,819	307	2,164	327	290	222	839	1,140	1,833	174	3,147	176	296	163	635	6,785
73.	Imperial Hwy. & Nash St.	Construction AM	370	757	213	1,340	-	568	145	713	15	-	7	22	64	350	-	414	2,489
		Construction PM	191	189	172	552	-	848	59	907	93	-	72	165	54	770	-	824	2,448
47.	Imperial Hwy. & Douglas St.	Construction AM	11	3	12	26	46	683	74	803	54	9	38	100	58	285	19	363	1,293
		Construction PM	42	14	84	140	35	561	29	625	424	17	168	609	41	972	38	1,051	2,425
14.	Imperial Hwy. & Aviation Blvd.	Construction AM	104	220	130	454	581	627	219	1,426	90	396	156	642	59	190	67	317	2,839
		Construction PM	106	547	427	1,080	345	396	219	960	320	457	166	943	247	1,042	220	1,509	4,492
74.	Imperial Hwy. & I-105 EB Ramps	Construction AM	-	-	-	-	-	731	52	783	262	-	741	1,003	264	172	-	436	2,221
		Construction PM	-	-	-	-	-	586	237	823	517	-	430	947	790	956	-	1,746	3,516
67.	Imperial Hwy. & La Cienega Blvd.	Construction AM	191	114	42	348	297	512	41	851	83	133	58	274	135	122	160	417	1,889
		Construction PM	349	469	337	1,155	193	398	46	637	601	203	75	879	233	1,008	200	1,441	4,112
75.	Imperial Hwy. & I-405 NB Ramps	Construction AM	-	-	-	-	295	600	-	896	41	-	237	279	47	179	-	226	1,401
		Construction PM	-	-	-	-	184	410	-	594	219	-	222	441	232	1,674	-	1,906	2,941
14.	Century Blvd. & Aviation Blvd.	Construction AM	95	242	48	385	93	1,162	61	1,316	34	428	427	889	204	700	72	976	3,565
		Construction PM	111	523	122	756	112	1,233	94	1,439	83	655	448	1,186	416	1,726	134	2,276	5,657
19.	Aviation Blvd. & 111th St.	Construction AM	40	536	56	632	64	25	25	114	53	897	21	971	21	13	26	59	1,777
		Construction PM	81	1,095	86	1,262	118	53	53	224	96	882	19	997	29	78	75	182	2,665
96.	La Cienega Blvd. & I-405 SB Ramps N of Century	Construction AM	-	255	122	376	44	-	535	579	75	584	-	659	-	-	-	-	1,615
		Construction PM	-	695	160	855	168	-	650	818	72	593	-	665	-	-	-	-	2,338
36.	La Cienega Blvd. & Century Blvd.	Construction AM	405	306	67	778	348	920	205	1,472	136	263	111	510	257	419	65	741	3,502
		Construction PM	442	585	370	1,397	231	751	112	1,094	609	302	151	1,062	794	1,208	162	2,164	5,717
97.	La Cienega Blvd. & I-405 SB Ramps S of Century	Construction AM	6	394	344	745	60	-	-	60	22	444	-	466	1	-	-	1	1,271
		Construction PM	5	863	643	1,511	468	-	-	468	34	617	-	651	-	-	-	-	2,630
1000.	La Cienega Blvd. & 104th St.	Construction AM	41	324	17	382	1	1	3	6	14	424	155	592	40	1	21	62	1,042
		Construction PM	20	793	21	834	-	-	-	-	21	528	101	650	235	3	111	349	1,833
89.	La Cienega Blvd. & Lennox Blvd.	Construction AM	1	288	36	326	136	-	97	232	22	472	-	494	-	-	-	-	1,053
		Construction PM	1	858	218	1,077	70	-	82	152	191	594	-	785	-	-	-	-	2,014
94.	La Cienega Blvd. & 111th St.	Construction AM	93	275	-	368	-	-	-	-	-	388	118	506	30	-	59	89	964
		Construction PM	121	857	-	978	-	-	-	-	-	570	103	673	188	-	175	363	2,014
98.	La Cienega Blvd. & I-405 SB Ramps N of Imperial	Construction AM	4	268	49	320	36	-	104	140	77	467	-	544	4	1	1	5	1,010
		Construction PM	4	917	108	1,029	98	-	160	258	69	546	-	615	28	-	-	28	1,930
39.	Century Blvd. & I-405 NB Ramps	Construction AM	24	-	-	24	6	1,089	-	1,096	106	-	682	788	251	350	7	608	2,516
		Construction PM	32	-	-	32	17	891	-	908	408	-	429	837	616	1,540	33	2,189	3,966
123.	Pershing Drive & Westchester Pkwy	Construction AM	-	230	23	253	26	-	110	136	142	636	-	778	-	-	-	-	1,166
		Construction PM	-	478	77	555	113	-	116	229	246	547	-	793	-	-	-	-	1,577
65.	Sepulveda Boulevard & Howard Hughes Pkwy	Construction AM	-	397	91	488	158	-	251	409	540	1,123	-	1,663	-	-	-	-	2,560
		Construction PM	-	1,722	553	2,275	364	-	466	830	431	1,603	-	2,034	-	-	-	-	5,139
136.	Sepulveda Boulevard & 76th St. / 77th St.	Construction AM	71	707	20	798	170	21	12	203	10	1,397	16	1,424	30	27	384	441	2,866
		Construction PM	289	1,848	110	2,247	75	57	35	167	33	1,656	36	1,725	70	54	200	324	4,463
137.	Sepulveda Boulevard & 79th St. / 80th St.	Construction AM	74	682	17	773	70	111	9	190	6	1,389	58	1,454	39	54	74	167	2,584
		Construction PM	193	1,684	60	1,937	28	75	22	125	26	1,640	91	1,757	58	87	112	257	4,076

Table 1

LAX TBIT Reconfiguration Project - Baseline (2008) Intersection Volumes

	Intersection	Peak Hour[1]	North Approach Right	North Approach Thru	North Approach Left	North Approach Total	East Approach Right	East Approach Thru	East Approach Left	East Approach Total	South Approach Right	South Approach Thru	South Approach Left	South Approach Total	West Approach Right	West Approach Thru	West Approach Left	West Approach Total	Intersection Total
138.	Sepulveda Boulevard & 83rd St.	Construction AM	34	653	18	705	23	52	14	89	3	1,283	17	1,303	29	42	36	107	2,203
		Construction PM	71	1,597	35	1,703	25	39	9	73	13	1,641	65	1,719	36	70	57	163	3,658
114.	Sepulveda Boulevard & Manchester Blvd	Construction AM	71	625	82	778	262	622	53	936	37	1,014	64	1,115	41	341	77	459	3,288
		Construction PM	261	1,199	238	1,698	188	835	89	1,112	84	1,355	107	1,546	97	991	209	1,297	5,653
101.	Sepulveda Boulevard & La Tijera Blvd.	Construction AM	33	622	22	677	16	129	124	269	79	1,010	75	1,165	38	212	37	287	2,397
		Construction PM	80	1,177	63	1,320	60	378	199	637	175	1,373	142	1,690	83	461	70	614	4,261
135.	Sepulveda Boulevard & Westchester Pkwy	Construction AM	36	771	64	871	90	177	67	334	27	1,007	91	1,125	34	114	9	157	2,487
		Construction PM	36	1,341	134	1,511	135	311	178	624	61	1,470	166	1,697	100	196	53	349	4,181
108.	Sepulveda Boulevard & Lincoln Blvd	Construction AM	2	851	-	853	1	-	-	1	207	1,270	835	2,312	693	-	-	693	3,859
		Construction PM	13	1,605	-	1,618	6	-	-	6	337	1,777	1,329	3,443	1,267	-	-	1,267	6,334

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

Sources: Los Angeles World Airports, Ricondo & Associates, Inc. Data collected by Wiltec in August 2008.

Table 2

LAX TBIT-RP - Project Plus Baseline (2008) Intersection Volumes (Scenario 1)

			North Approach				East Approach				South Approach				West Approach				
	Intersection	Peak Hour[1]	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Intersection Total
69.	Imperial Hwy. & Pershing Dr.	Construction AM	41	2	508	552	1,029	249	8	1,286	1	-	1	3	4	240	132	377	2,217
		Construction PM	166	25	1,041	1,233	709	467	4	1,180	7	-	4	11	-	492	135	627	3,051
68.	Imperial Hwy. & Main St.	Construction AM	-	-	2	2	4	1,101	251	1,356	461	-	209	670	92	632	-	723	2,751
		Construction PM	-	-	2	2	-	932	539	1,471	379	-	221	600	290	1,229	-	1,520	3,593
71.	Imperial Hwy. & Sepulveda Blvd.	Construction AM	20	1,331	147	1,497	182	278	151	611	465	1,021	73	1,559	94	188	125	408	4,075
		Construction PM	38	1,843	307	2,188	327	328	222	877	1,140	1,839	174	3,153	176	448	163	787	7,005
73.	Imperial Hwy. & Nash St.	Construction AM	370	757	213	1,340	-	731	145	876	15	-	7	22	64	350	-	414	2,652
		Construction PM	191	189	172	552	-	889	59	948	93	-	72	165	57	918	-	976	2,640
47.	Imperial Hwy. & Douglas St.	Construction AM	11	3	12	26	46	832	74	952	54	9	41	103	58	285	19	363	1,444
		Construction PM	42	14	84	140	35	598	29	662	424	17	169	610	41	1,120	38	1,199	2,611
14.	Imperial Hwy. & Aviation Blvd.	Construction AM	104	220	130	454	581	760	219	1,560	90	396	167	653	59	190	67	317	2,984
		Construction PM	106	547	427	1,080	345	429	219	993	320	457	169	946	258	1,176	220	1,654	4,673
74.	Imperial Hwy. & I-105 EB Ramps	Construction AM	-	-	-	-	-	865	52	916	262	-	741	1,003	264	172	-	436	2,355
		Construction PM	-	-	-	-	-	619	237	856	517	-	430	947	790	1,090	-	1,880	3,683
67.	Imperial Hwy. & La Cienega Blvd.	Construction AM	191	114	42	348	297	512	41	851	83	133	59	275	135	122	160	417	1,890
		Construction PM	349	469	337	1,155	193	398	46	637	601	203	75	879	234	1,008	200	1,442	4,113
75.	Imperial Hwy. & I-405 NB Ramps	Construction AM	-	-	-	-	295	726	-	1,021	41	-	237	279	47	179	-	226	1,526
		Construction PM	-	-	-	-	184	441	-	625	219	-	222	441	232	1,800	-	2,032	3,098
14.	Century Blvd. & Aviation Blvd.	Construction AM	95	242	48	385	93	1,162	61	1,316	34	428	427	889	204	700	72	976	3,566
		Construction PM	111	523	122	756	112	1,234	94	1,440	83	655	448	1,186	416	1,726	134	2,276	5,658
19.	Aviation Blvd. & 111th St.	Construction AM	40	536	56	632	64	25	25	114	53	897	21	971	21	13	26	59	1,777
		Construction PM	81	1,095	86	1,262	118	53	53	224	96	882	19	997	29	78	75	182	2,665
96.	La Cienega Blvd. & I-405 SB Ramps N of Century	Construction AM	-	261	122	383	44	-	535	579	75	584	-	659	-	-	-	-	1,621
		Construction PM	-	697	160	857	168	-	650	818	72	599	-	671	-	-	-	-	2,346
36.	La Cienega Blvd. & Century Blvd.	Construction AM	405	306	67	778	361	920	205	1,486	136	263	111	510	257	419	65	741	3,515
		Construction PM	442	585	385	1,412	234	751	112	1,097	609	302	151	1,062	794	1,208	162	2,164	5,735
97.	La Cienega Blvd. & I-405 SB Ramps S of Century	Construction AM	6	400	344	751	60	-	-	60	22	444	-	466	1	-	-	1	1,277
		Construction PM	5	865	643	1,513	468	-	-	468	34	617	-	651	-	-	-	-	2,632
1000.	La Cienega Blvd. & 104th St.	Construction AM	41	330	17	388	1	1	3	6	14	424	155	592	40	1	21	62	1,048
		Construction PM	20	795	21	836	-	-	-	-	21	534	101	656	235	3	111	349	1,841
89.	La Cienega Blvd. & Lennox Blvd.	Construction AM	1	288	36	326	136	-	97	233	22	472	-	494	-	-	-	-	1,053
		Construction PM	1	858	218	1,077	70	-	82	152	191	594	-	785	-	-	-	-	2,014
94.	La Cienega Blvd. & 111th St.	Construction AM	93	275	-	368	-	-	-	-	-	388	118	506	30	-	59	89	964
		Construction PM	121	857	-	978	-	-	-	-	-	570	103	673	188	-	175	363	2,014
98.	La Cienega Blvd. & I-405 SB Ramps N of Imperial	Construction AM	4	268	49	321	36	-	104	140	77	467	-	544	4	1	1	5	1,010
		Construction PM	4	917	108	1,029	98	-	160	258	69	546	-	615	28	-	-	28	1,930
39.	Century Blvd. & I-405 NB Ramps	Construction AM	24	-	-	24	6	1,106	-	1,112	106	-	682	788	251	350	7	608	2,532
		Construction PM	32	-	-	32	17	895	-	912	408	-	429	837	616	1,557	33	2,206	3,987
123.	Pershing Drive & Westchester Pkwy	Construction AM	-	230	23	253	26	-	143	169	505	636	-	1,141	-	-	-	-	1,562
		Construction PM	-	478	77	555	113	-	476	589	358	547	-	905	-	-	-	-	2,049
65.	Sepulveda Boulevard & Howard Hughes Pkwy	Construction AM	-	397	91	488	158	-	352	510	540	1,123	-	1,663	-	-	-	-	2,661
		Construction PM	-	1,722	553	2,275	364	-	491	855	532	1,603	-	2,135	-	-	-	-	5,265
136.	Sepulveda Boulevard & 76th St. / 77th St.	Construction AM	71	836	20	927	170	21	12	203	10	1,397	16	1,424	30	27	384	441	2,995
		Construction PM	289	1,880	110	2,279	75	57	35	167	33	1,784	36	1,853	70	54	200	324	4,623
137.	Sepulveda Boulevard & 79th St. / 80th St.	Construction AM	74	810	17	902	70	111	9	190	6	1,389	58	1,454	39	54	74	167	2,712
		Construction PM	193	1,716	60	1,969	28	75	22	125	26	1,768	91	1,885	58	87	112	257	4,236

Table 2

LAX TBIT-RP - Project Plus Baseline (2008) Intersection Volumes (Scenario 1)

	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	
138.	Sepulveda Boulevard & 83rd St.	Construction AM	34	781	18	833	23	52	14	89	3	1,283	17	1,303	29	42	36	107	2,331
		Construction PM	71	1,629	35	1,735	25	39	9	73	13	1,769	65	1,847	36	70	57	163	3,818
114.	Sepulveda Boulevard & Manchester Blvd	Construction AM	71	754	82	906	262	622	53	936	37	1,014	64	1,115	41	341	77	459	3,417
		Construction PM	261	1,231	238	1,730	188	835	89	1,112	84	1,483	107	1,674	97	991	209	1,297	5,813
101.	Sepulveda Boulevard & La Tijera Blvd.	Construction AM	99	684	22	805	16	136	124	275	79	1,010	75	1,165	38	212	37	287	2,531
		Construction PM	96	1,193	63	1,352	60	380	199	639	175	1,435	142	1,752	83	467	136	686	4,429
135.	Sepulveda Boulevard & Westchester Pkwy	Construction AM	98	771	64	933	90	177	67	334	27	1,007	91	1,125	34	114	9	157	2,549
		Construction PM	52	1,341	134	1,527	135	311	178	624	61	1,470	166	1,697	100	196	115	411	4,259
108.	Sepulveda Boulevard & Lincoln Blvd	Construction AM	2	851	-	853	1	-	-	1	207	1,270	876	2,353	693	-	-	693	3,900
		Construction PM	13	1,605	-	1,618	6	-	-	6	337	1,777	1,339	3,453	1,308	-	-	1,308	6,385

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

Sources: Los Angeles World Airports, Ricondo & Associates, Inc. Data collected by Wiltec in August 2008.

Table 3

LAX TBIT-RP - Project Plus Baseline (2008) Intersection Volumes (Scenario 2)

	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	
69.	Imperial Hwy. & Pershing Dr.	Construction AM	41	2	528	572	743	249	8	1,000	1	-	1	3	4	240	132	377	1,952
		Construction PM	166	25	756	947	653	467	4	1,124	7	-	4	11	-	492	135	627	2,709
68.	Imperial Hwy. & Main St.	Construction AM	-	-	2	2	4	816	251	1,070	461	-	209	670	92	652	-	743	2,486
		Construction PM	-	-	2	2	-	876	539	1,415	379	-	221	600	290	944	-	1,234	3,251
71.	Imperial Hwy. & Sepulveda Blvd.	Construction AM	20	1,331	147	1,497	182	147	151	479	489	996	73	1,559	94	209	125	428	3,963
		Construction PM	38	1,819	307	2,164	327	310	246	884	1,146	1,833	174	3,153	176	316	163	655	6,856
73.	Imperial Hwy. & Nash St.	Construction AM	370	757	213	1,340	-	588	145	733	15	-	7	22	64	395	-	459	2,554
		Construction PM	191	189	172	552	-	893	62	955	93	-	72	165	54	796	-	850	2,522
47.	Imperial Hwy. & Douglas St.	Construction AM	11	3	12	26	46	703	74	823	57	9	38	103	58	330	19	408	1,361
		Construction PM	42	14	84	140	35	609	29	673	425	17	168	610	41	998	38	1,077	2,500
14.	Imperial Hwy. & Aviation Blvd.	Construction AM	104	220	130	454	757	647	219	1,622	90	407	156	653	59	190	115	365	3,095
		Construction PM	106	547	427	1,080	389	444	230	1,063	320	460	166	946	247	1,042	247	1,536	4,625
74.	Imperial Hwy. & I-105 EB Ramps	Construction AM	-	-	-	-	-	773	52	825	262	-	895	1,157	264	172	-	436	2,417
		Construction PM	-	-	-	-	-	651	391	1,042	517	-	468	985	790	956	-	1,746	3,773
67.	Imperial Hwy. & La Cienega Blvd.	Construction AM	211	114	42	368	297	534	41	872	83	133	59	275	135	122	160	417	1,932
		Construction PM	562	470	460	1,491	193	403	46	642	601	203	75	879	233	1,008	200	1,441	4,454
75.	Imperial Hwy. & I-405 NB Ramps	Construction AM	-	-	-	-	295	622	-	917	41	-	237	279	47	179	-	226	1,422
		Construction PM	-	-	-	-	184	415	-	599	219	-	222	441	333	1,696	-	2,029	3,069
14.	Century Blvd. & Aviation Blvd.	Construction AM	95	242	51	388	93	1,162	61	1,316	34	428	427	889	204	727	72	1,003	3,596
		Construction PM	111	523	123	757	112	1,233	94	1,439	106	658	475	1,239	416	1,733	134	2,283	5,718
19.	Aviation Blvd. & 111th St.	Construction AM	40	536	56	632	65	25	25	115	53	1,133	21	1,207	21	13	26	59	2,013
		Construction PM	81	1,095	86	1,262	165	53	53	271	96	956	19	1,071	29	78	75	182	2,786
96.	La Cienega Blvd. & I-405 SB Ramps N of Century	Construction AM	-	281	122	402	44	-	636	680	75	584	-	659	-	-	-	-	1,741
		Construction PM	-	717	160	877	168	-	675	843	72	599	-	671	-	-	-	-	2,391
36.	La Cienega Blvd. & Century Blvd.	Construction AM	405	413	67	885	348	920	332	1,600	136	263	111	510	284	419	65	768	3,764
		Construction PM	442	612	370	1,424	231	751	144	1,126	737	409	178	1,324	801	1,225	162	2,187	6,061
97.	La Cienega Blvd. & I-405 SB Ramps S of Century	Construction AM	6	656	344	1,007	60	-	-	60	22	444	-	466	1	-	-	1	1,533
		Construction PM	5	928	643	1,576	468	-	-	468	34	617	-	651	-	-	-	-	2,695
1000.	La Cienega Blvd. & 104th St.	Construction AM	41	586	17	644	1	1	3	6	14	424	155	592	279	1	21	301	1,543
		Construction PM	20	858	21	899	-	-	-	-	21	528	101	650	310	3	111	424	1,973
89.	La Cienega Blvd. & Lennox Blvd.	Construction AM	21	288	36	346	136	-	97	233	22	472	-	494	20	-	-	20	1,093
		Construction PM	21	1,339	218	1,578	70	-	82	152	191	594	-	785	20	-	-	20	2,535
94.	La Cienega Blvd. & 111th St.	Construction AM	93	295	-	388	-	-	-	-	-	388	118	506	30	-	59	89	984
		Construction PM	174	1,305	-	1,479	-	-	-	-	-	570	103	673	188	-	175	363	2,515
98.	La Cienega Blvd. & I-405 SB Ramps N of Imperial	Construction AM	4	268	49	320	36	-	104	140	77	467	-	544	4	1	1	5	1,010
		Construction PM	4	1,233	219	1,457	98	-	160	258	69	546	-	615	28	-	-	28	2,358
39.	Century Blvd. & I-405 NB Ramps	Construction AM	24	-	-	24	6	1,106	-	1,112	106	-	794	899	251	366	7	625	2,660
		Construction PM	32	-	-	32	17	895	-	912	408	-	457	865	616	1,544	33	2,193	4,002
123.	Pershing Drive & Westchester Pkwy	Construction AM	-	230	23	253	26	-	123	149	155	636	-	791	-	-	-	-	1,192
		Construction PM	-	478	77	555	113	-	126	239	256	547	-	803	-	-	-	-	1,597
65.	Sepulveda Boulevard & Howard Hughes Pkwy	Construction AM	-	424	91	515	158	-	251	409	540	1,123	-	1,663	-	-	-	-	2,588
		Construction PM	-	1,729	553	2,282	364	-	466	830	431	1,630	-	2,061	-	-	-	-	5,173
136.	Sepulveda Boulevard & 76th St. / 77th St.	Construction AM	71	735	20	826	170	21	12	203	10	1,397	16	1,424	30	27	384	441	2,894
		Construction PM	289	1,855	110	2,254	75	57	35	167	33	1,683	36	1,752	70	54	200	324	4,497
137.	Sepulveda Boulevard & 79th St. / 80th St.	Construction AM	74	709	17	801	70	111	9	190	6	1,389	58	1,454	39	54	74	167	2,611

Table 3

LAX TBIT-RP - Project Plus Baseline (2008) Intersection Volumes (Scenario 2)

		Construction PM	193	1,691	60	1,944	28	75	22	125	26	1,667	91	1,784	58	87	112	257	4,110
138.	Sepulveda Boulevard & 83rd St.	Construction AM	34	680	18	732	23	52	14	89	3	1,283	17	1,303	29	42	36	107	2,230
		Construction PM	71	1,604	35	1,710	25	39	9	73	13	1,668	65	1,746	36	70	57	163	3,692
114.	Sepulveda Boulevard & Manchester Blvd	Construction AM	71	653	82	805	262	622	53	936	37	1,014	64	1,115	41	341	77	459	3,316
		Construction PM	261	1,206	238	1,705	188	835	89	1,112	84	1,382	107	1,573	97	991	209	1,297	5,687
101.	Sepulveda Boulevard & La Tijera Blvd.	Construction AM	33	649	22	704	16	129	124	269	79	1,010	75	1,165	38	212	37	287	2,424
		Construction PM	80	1,184	63	1,327	60	378	199	637	175	1,400	142	1,717	83	461	70	614	4,295
135.	Sepulveda Boulevard & Westchester Pkwy	Construction AM	36	799	64	898	90	177	67	334	27	1,007	91	1,125	34	114	9	157	2,514
		Construction PM	36	1,348	134	1,518	135	311	178	624	61	1,497	166	1,724	100	196	53	349	4,215
108.	Sepulveda Boulevard & Lincoln Blvd	Construction AM	2	878	-	880	1	-	-	1	207	1,270	835	2,312	693	-	-	693	3,887
		Construction PM	13	1,612	-	1,625	6	-	-	6	337	1,804	1,329	3,470	1,267	-	-	1,267	6,368

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

Sources: Los Angeles World Airports, Ricondo & Associates, Inc. Data collected by Wiltec in August 2008.

Table 4

LAX TBIT-RP - Project Plus Baseline (2008) Intersection Volumes (Scenario 3)

	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	
69.	Imperial Hwy. & Pershing Dr.	Construction AM	41	2	538	582	1,059	249	8	1,316	1	-	1	3	4	240	132	377	2,278
		Construction PM	166	25	1,069	1,260	737	467	4	1,208	7	-	4	11	-	492	135	627	3,106
68.	Imperial Hwy. & Main St.	Construction AM	-	-	2	2	4	1,132	251	1,386	461	-	209	670	92	662	-	753	2,812
		Construction PM	-	-	2	2	-	960	539	1,499	379	-	221	600	290	1,257	-	1,547	3,648
71.	Imperial Hwy. & Sepulveda Blvd.	Construction AM	20	1,331	147	1,497	182	296	151	628	479	1,021	73	1,573	94	205	125	425	4,124
		Construction PM	38	1,844	307	2,189	327	345	236	909	1,144	1,839	174	3,157	176	465	163	804	7,058
73.	Imperial Hwy. & Nash St.	Construction AM	370	757	213	1,340	-	748	145	894	15	-	7	22	64	382	-	446	2,702
		Construction PM	191	189	172	552	-	921	59	980	93	-	72	165	57	939	-	997	2,693
47.	Imperial Hwy. & Douglas St.	Construction AM	11	3	12	26	46	849	74	969	56	9	41	105	58	317	19	394	1,495
		Construction PM	42	14	84	140	35	632	29	696	424	17	169	610	41	1,141	38	1,220	2,667
14.	Imperial Hwy. & Aviation Blvd.	Construction AM	121	220	130	471	588	761	219	1,568	90	402	167	660	59	190	101	351	3,049
		Construction PM	123	554	434	1,111	347	430	219	995	337	459	169	964	258	1,176	241	1,676	4,746
74.	Imperial Hwy. & I-105 EB Ramps	Construction AM	-	-	-	-	-	865	52	917	346	-	748	1,094	264	172	-	436	2,446
		Construction PM	-	-	-	-	-	620	321	940	538	-	432	970	797	1,090	-	1,887	3,798
67.	Imperial Hwy. & La Cienega Blvd.	Construction AM	208	114	42	365	297	591	41	929	83	133	59	275	135	122	160	417	1,986
		Construction PM	366	469	337	1,172	193	418	46	657	601	203	75	879	234	1,087	200	1,521	4,229
75.	Imperial Hwy. & I-405 NB Ramps	Construction AM	-	-	-	-	295	739	-	1,034	41	-	303	345	47	179	-	226	1,605
		Construction PM	-	-	-	-	184	445	-	629	219	-	239	458	298	1,813	-	2,111	3,197
14.	Century Blvd. & Aviation Blvd.	Construction AM	95	242	48	385	93	1,163	61	1,316	34	428	427	889	220	700	72	992	3,582
		Construction PM	111	523	122	756	112	1,234	94	1,440	83	655	464	1,202	420	1,726	134	2,280	5,678
19.	Aviation Blvd. & 111th St.	Construction AM	40	536	74	650	64	25	25	114	84	897	21	1,002	21	13	26	59	1,826
		Construction PM	81	1,095	91	1,267	136	53	84	273	104	882	19	1,005	29	78	75	182	2,726
96.	La Cienega Blvd. & I-405 SB Ramps N of Century	Construction AM	-	274	122	396	44	-	595	639	75	584	-	659	-	-	-	-	1,694
		Construction PM	-	700	160	860	168	-	665	833	132	613	-	744	-	-	-	-	2,438
36.	La Cienega Blvd. & Century Blvd.	Construction AM	405	310	67	782	361	920	214	1,496	136	263	111	510	257	419	65	741	3,529
		Construction PM	442	586	385	1,413	234	751	114	1,100	619	306	151	1,075	794	1,208	162	2,164	5,752
97.	La Cienega Blvd. & I-405 SB Ramps S of Century	Construction AM	6	400	344	751	120	-	-	120	22	444	-	466	1	-	-	1	1,338
		Construction PM	5	865	703	1,573	483	-	-	483	34	617	-	651	-	-	-	-	2,707
1000.	La Cienega Blvd. & 104th St.	Construction AM	41	343	17	401	1	1	3	6	14	424	155	592	40	1	21	62	1,061
		Construction PM	20	798	21	839	-	-	-	-	21	547	101	669	235	3	111	349	1,857
89.	La Cienega Blvd. & Lennox Blvd.	Construction AM	1	302	36	340	136	-	97	233	22	472	-	494	-	-	-	-	1,067
		Construction PM	1	875	218	1,094	70	-	82	152	191	594	-	785	-	-	-	-	2,031
94.	La Cienega Blvd. & 111th St.	Construction AM	107	275	-	381	-	-	-	-	-	388	257	645	47	-	59	106	1,133
		Construction PM	124	857	-	981	-	-	-	-	-	570	138	708	344	-	189	532	2,222
98.	La Cienega Blvd. & I-405 SB Ramps N of Imperial	Construction AM	4	268	49	321	36	-	104	140	77	467	-	544	4	1	1	5	1,010
		Construction PM	4	917	108	1,029	98	-	160	258	69	546	-	615	28	-	-	28	1,930
39.	Century Blvd. & I-405 NB Ramps	Construction AM	24	-	-	24	6	1,116	-	1,122	106	-	682	788	251	350	7	608	2,542
		Construction PM	32	-	-	32	17	898	-	915	408	-	429	837	616	1,566	33	2,215	3,999
123.	Pershing Drive & Westchester Pkwy	Construction AM	-	230	23	253	26	-	164	190	526	636	-	1,162	-	-	-	-	1,605
		Construction PM	-	478	77	555	113	-	495	608	377	547	-	924	-	-	-	-	2,087
65.	Sepulveda Boulevard & Howard Hughes Pkwy	Construction AM	-	413	91	504	158	-	352	510	540	1,123	-	1,663	-	-	-	-	2,678
		Construction PM	-	1,726	553	2,279	364	-	491	855	532	1,619	-	2,151	-	-	-	-	5,286
136.	Sepulveda Boulevard & 76th St. / 77th St.	Construction AM	71	852	20	943	170	21	12	203	10	1,397	16	1,424	30	27	384	441	3,011
		Construction PM	289	1,884	110	2,283	75	57	35	167	33	1,801	36	1,870	70	54	200	324	4,644
137.	Sepulveda Boulevard & 79th St. / 80th St.	Construction AM	74	827	17	918	70	111	9	190	6	1,389	58	1,454	39	54	74	167	2,729
		Construction PM	193	1,720	60	1,973	28	75	22	125	26	1,785	91	1,902	58	87	112	257	4,257

Table 4

LAX TBIT-RP - Project Plus Baseline (2008) Intersection Volumes (Scenario 3)

	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	
138.	Sepulveda Boulevard & 83rd St.	Construction AM	34	798	18	849	23	52	14	89	3	1,283	17	1,303	29	42	36	107	2,347
		Construction PM	71	1,633	35	1,739	25	39	9	73	13	1,786	65	1,864	36	70	57	163	3,839
114.	Sepulveda Boulevard & Manchester Blvd	Construction AM	71	770	82	922	262	622	53	936	37	1,014	64	1,115	41	341	77	459	3,433
		Construction PM	261	1,235	238	1,734	188	835	89	1,112	84	1,500	107	1,691	97	991	209	1,297	5,834
101.	Sepulveda Boulevard & La Tijera Blvd.	Construction AM	99	700	22	822	16	136	124	275	79	1,010	75	1,165	38	212	37	287	2,548
		Construction PM	97	1,197	63	1,356	60	380	199	639	175	1,452	142	1,769	83	467	136	686	4,450
135.	Sepulveda Boulevard & Westchester Pkwy	Construction AM	98	787	64	949	90	177	67	334	27	1,007	91	1,125	34	114	9	157	2,565
		Construction PM	52	1,345	134	1,531	135	311	178	624	61	1,486	166	1,713	100	196	116	412	4,280
108.	Sepulveda Boulevard & Lincoln Blvd	Construction AM	2	867	-	869	1	-	-	1	207	1,270	876	2,353	693	-	-	693	3,917
		Construction PM	13	1,609	-	1,622	6	-	-	6	337	1,793	1,339	3,470	1,308	-	-	1,308	6,406

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

Sources: Los Angeles World Airports, Ricondo & Associates, Inc. Data collected by Wiltec in August 2008.

Table 5

LAX TBIT-RP - Project Plus Baseline (2008) Intersection Volumes (Scenario 4)

	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	
69.	Imperial Hwy. & Pershing Dr.	Construction AM	41	2	549	593	945	249	8	1,202	1	-	1	3	4	240	132	377	2,175
		Construction PM	166	25	955	1,146	717	467	4	1,188	7	-	4	11	-	492	135	627	2,972
68.	Imperial Hwy. & Main St.	Construction AM	-	-	2	2	4	1,018	251	1,272	461	-	209	670	92	673	-	764	2,709
		Construction PM	-	-	2	2	-	940	539	1,479	379	-	221	600	290	1,143	-	1,433	3,514
71.	Imperial Hwy. & Sepulveda Blvd.	Construction AM	20	1,331	147	1,497	182	244	151	577	489	1,011	73	1,573	94	217	125	436	4,084
		Construction PM	38	1,833	307	2,178	327	341	247	915	1,146	1,837	174	3,157	176	414	163	753	7,003
73.	Imperial Hwy. & Nash St.	Construction AM	370	757	213	1,340	-	693	145	838	15	-	7	22	64	403	-	467	2,667
		Construction PM	191	189	172	552	-	925	59	984	93	-	72	165	56	892	-	948	2,649
47.	Imperial Hwy. & Douglas St.	Construction AM	11	3	12	26	46	799	74	919	57	9	40	105	58	338	19	416	1,467
		Construction PM	42	14	84	140	35	639	29	703	425	17	168	610	41	1,094	38	1,173	2,627
14.	Imperial Hwy. & Aviation Blvd.	Construction AM	132	220	130	482	593	706	219	1,518	90	407	163	660	59	190	123	373	3,033
		Construction PM	134	558	439	1,132	348	416	219	983	348	460	168	976	254	1,121	255	1,630	4,721
74.	Imperial Hwy. & I-105 EB Ramps	Construction AM	-	-	-	-	-	810	52	862	404	-	753	1,157	264	172	-	436	2,454
		Construction PM	-	-	-	-	-	606	379	985	553	-	433	986	802	1,035	-	1,838	3,808
67.	Imperial Hwy. & La Cienega Blvd.	Construction AM	219	114	42	376	297	645	41	984	83	133	58	274	135	122	160	417	2,051
		Construction PM	377	469	337	1,183	193	431	46	670	601	203	75	879	233	1,141	200	1,575	4,307
75.	Imperial Hwy. & I-405 NB Ramps	Construction AM	-	-	-	-	295	696	-	992	41	-	349	390	47	179	-	226	1,608
		Construction PM	-	-	-	-	184	434	-	618	219	-	250	469	343	1,770	-	2,114	3,201
14.	Century Blvd. & Aviation Blvd.	Construction AM	95	242	48	385	93	1,162	61	1,316	34	428	427	889	231	700	72	1,003	3,593
		Construction PM	111	523	122	756	112	1,234	94	1,440	83	655	475	1,213	423	1,726	134	2,283	5,692
19.	Aviation Blvd. & 111th St.	Construction AM	40	536	86	662	64	25	25	114	105	897	21	1,023	21	13	26	59	1,859
		Construction PM	81	1,095	94	1,270	149	53	105	307	109	882	19	1,010	29	78	75	182	2,768
96.	La Cienega Blvd. & I-405 SB Ramps N of Century	Construction AM	-	281	122	403	44	-	636	681	75	584	-	659	-	-	-	-	1,742
		Construction PM	-	702	160	862	168	-	675	843	173	619	-	793	-	-	-	-	2,498
36.	La Cienega Blvd. & Century Blvd.	Construction AM	405	312	67	784	354	920	221	1,496	136	263	111	510	257	419	65	741	3,531
		Construction PM	442	587	378	1,406	232	751	116	1,100	626	308	151	1,085	794	1,208	162	2,164	5,755
97.	La Cienega Blvd. & I-405 SB Ramps S of Century	Construction AM	6	398	344	748	161	-	-	161	22	444	-	466	1	-	-	1	1,377
		Construction PM	5	865	744	1,614	493	-	-	493	34	617	-	651	-	-	-	-	2,758
1000.	La Cienega Blvd. & 104th St.	Construction AM	41	350	17	408	1	1	3	6	14	424	155	592	40	1	21	62	1,068
		Construction PM	20	800	21	841	-	-	-	-	21	554	101	676	235	3	111	349	1,866
89.	La Cienega Blvd. & Lennox Blvd.	Construction AM	1	311	36	349	136	-	97	233	22	472	-	494	-	-	-	-	1,076
		Construction PM	1	886	218	1,106	70	-	82	152	191	594	-	785	-	-	-	-	2,043
94.	La Cienega Blvd. & 111th St.	Construction AM	116	275	-	391	-	-	-	-	-	388	353	741	58	-	59	117	1,249
		Construction PM	127	857	-	984	-	-	-	-	-	570	162	732	451	-	198	649	2,365
98.	La Cienega Blvd. & I-405 SB Ramps N of Imperial	Construction AM	4	268	49	321	36	-	104	140	77	467	-	544	4	1	1	5	1,010
		Construction PM	4	917	108	1,029	98	-	160	258	69	546	-	615	28	-	-	28	1,930
39.	Century Blvd. & I-405 NB Ramps	Construction AM	24	-	-	24	6	1,116	-	1,122	106	-	682	788	251	350	7	608	2,542
		Construction PM	32	-	-	32	17	898	-	915	408	-	429	837	616	1,566	33	2,215	3,999
123.	Pershing Drive & Westchester Pkwy	Construction AM	-	230	23	253	26	-	153	179	380	636	-	1,016	-	-	-	-	1,448
		Construction PM	-	478	77	555	113	-	349	462	332	547	-	879	-	-	-	-	1,896
65.	Sepulveda Boulevard & Howard Hughes Pkwy	Construction AM	-	424	91	515	158	-	311	469	540	1,123	-	1,663	-	-	-	-	2,647
		Construction PM	-	1,729	553	2,282	364	-	481	845	491	1,630	-	2,121	-	-	-	-	5,248
136.	Sepulveda Boulevard & 76th St. / 77th St.	Construction AM	71	811	20	902	170	21	12	203	10	1,397	16	1,424	30	27	384	441	2,970
		Construction PM	289	1,874	110	2,273	75	57	35	167	33	1,759	36	1,828	70	54	200	324	4,593
137.	Sepulveda Boulevard & 79th St. / 80th St.	Construction AM	74	785	17	877	70	111	9	190	6	1,389	58	1,454	39	54	74	167	2,687
		Construction PM	193	1,710	60	1,963	28	75	22	125	26	1,743	91	1,860	58	87	112	257	4,206

Table 5

LAX TBIT-RP - Project Plus Baseline (2008) Intersection Volumes (Scenario 4)

	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	
138.	Sepulveda Boulevard & 83rd St.	Construction AM	34	757	18	808	23	52	14	89	3	1,283	17	1,303	29	42	36	107	2,306
		Construction PM	71	1,623	35	1,729	25	39	9	73	13	1,744	65	1,822	36	70	57	163	3,788
114.	Sepulveda Boulevard & Manchester Blvd	Construction AM	71	729	82	881	262	622	53	936	37	1,014	64	1,115	41	341	77	459	3,392
		Construction PM	261	1,225	238	1,724	188	835	89	1,112	84	1,458	107	1,649	97	991	209	1,297	5,783
101.	Sepulveda Boulevard & La Tijera Blvd.	Construction AM	72	686	22	780	16	133	124	273	79	1,010	75	1,165	38	212	37	287	2,504
		Construction PM	90	1,193	63	1,346	60	379	199	638	175	1,437	142	1,754	83	465	109	657	4,395
135.	Sepulveda Boulevard & Westchester Pkwy	Construction AM	73	799	64	935	90	177	67	334	27	1,007	91	1,125	34	114	9	157	2,551
		Construction PM	45	1,348	134	1,527	135	311	178	624	61	1,497	166	1,724	100	196	90	386	4,262
108.	Sepulveda Boulevard & Lincoln Blvd	Construction AM	2	878	-	880	1	-	-	1	207	1,270	859	2,336	693	-	-	693	3,911
		Construction PM	13	1,612	-	1,625	6	-	-	6	337	1,804	1,335	3,477	1,291	-	-	1,291	6,399

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

Sources: Los Angeles World Airports, Ricondo & Associates, Inc. Data collected by Wiltec in August 2008.

Table 6

LAX TBIT-RP - Cumulative Intersection Volumes without Project at Overall Peak (Q4 2010)

	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	
69.	Imperial Hwy. & Pershing Dr.	Construction AM	43	2	521	566	787	259	8	1,054	1	-	1	3	4	250	138	392	2,016
		Construction PM	173	26	803	1,002	662	486	4	1,152	7	-	4	11	-	512	140	652	2,818
68.	Imperial Hwy. & Main St.	Construction AM	-	-	2	2	56	862	261	1,179	479	0	217	697	95	650	0	745	2,623
		Construction PM	0	0	54	54	-	894	561	1,455	394	-	230	624	302	999	-	1,301	3,434
71.	Imperial Hwy. & Sepulveda Blvd.	Construction AM	24	1,384	153	1,561	190	169	157	516	484	1,051	76	1,611	98	196	130	424	4,112
		Construction PM	40	1,907	320	2,267	340	306	231	877	1,186	1,910	181	3,277	183	345	173	701	7,122
73.	Imperial Hwy. & Nash St.	Construction AM	385	787	222	1,394	-	632	151	783	16	-	7	23	67	364	-	431	2,631
		Construction PM	199	197	179	574	-	887	61	948	97	-	75	172	58	838	-	896	2,590
47.	Imperial Hwy. & Douglas St.	Construction AM	12	3	13	28	48	747	77	872	56	9	41	106	60	297	20	377	1,383
		Construction PM	44	15	87	146	36	588	30	654	441	18	175	634	43	1,048	40	1,130	2,564
14.	Imperial Hwy. & Aviation Blvd.	Construction AM	109	228	135	473	663	685	228	1,576	94	415	165	674	62	198	70	330	3,052
		Construction PM	110	573	503	1,187	374	416	228	1,017	333	476	173	982	260	1,117	229	1,606	4,791
74.	Imperial Hwy. & I-105 EB Ramps	Construction AM	-	-	-	-	-	793	54	847	272	-	816	1,088	275	179	-	453	2,389
		Construction PM	-	-	-	-	-	613	247	860	538	-	458	996	867	1,027	-	1,894	3,751
67.	Imperial Hwy. & La Cienega Blvd.	Construction AM	199	119	44	362	309	578	43	930	86	138	60	285	141	127	166	434	2,010
		Construction PM	363	488	351	1,202	201	425	48	674	625	211	78	915	243	1,093	208	1,544	4,334
75.	Imperial Hwy. & I-405 NB Ramps	Construction AM	-	-	-	-	307	663	-	970	43	-	285	328	49	186	-	235	1,533
		Construction PM	-	-	-	-	191	432	-	623	228	-	240	468	279	1,780	-	2,059	3,150
14.	Century Blvd. & Aviation Blvd.	Construction AM	99	252	50	400	97	1,250	63	1,410	35	446	503	984	212	735	75	1,022	3,816
		Construction PM	115	544	127	787	117	1,298	98	1,513	86	681	481	1,249	492	1,837	139	2,468	6,016
19.	Aviation Blvd. & 111th St.	Construction AM	42	557	58	657	67	26	26	119	55	992	22	1,070	22	13	27	62	1,908
		Construction PM	84	1,198	89	1,372	123	55	55	233	100	932	20	1,052	30	81	78	189	2,846
96.	La Cienega Blvd. & I-405 SB Ramps N of Century	Construction AM	-	274	134	408	46	-	591	637	78	607	-	685	-	-	-	-	1,730
		Construction PM	-	725	173	899	175	-	685	859	109	626	-	735	-	-	-	-	2,493
36.	La Cienega Blvd. & Century Blvd.	Construction AM	421	321	70	812	366	970	213	1,548	141	274	115	531	274	436	68	778	3,669
		Construction PM	460	609	389	1,458	241	790	117	1,147	634	316	157	1,107	833	1,262	169	2,264	5,976
97.	La Cienega Blvd. & I-405 SB Ramps S of Century	Construction AM	7	412	358	776	97	-	-	97	23	462	-	485	1	-	-	1	1,358
		Construction PM	5	898	703	1,606	495	-	-	495	35	644	-	679	-	-	-	-	2,781
1000.	La Cienega Blvd. & 104th St.	Construction AM	45	339	18	401	1	7	3	12	14	441	161	616	42	1	22	64	1,093
		Construction PM	21	825	22	868	-	1	-	1	22	551	105	678	244	9	118	371	1,918
89.	La Cienega Blvd. & Lennox Blvd.	Construction AM	1	300	38	339	141	-	101	242	23	491	-	514	-	-	-	-	1,096
		Construction PM	1	893	227	1,121	73	-	85	158	199	618	-	817	-	-	-	-	2,095
94.	La Cienega Blvd. & 111th St.	Construction AM	97	286	-	383	-	-	-	-	-	404	123	527	31	-	62	93	1,003
		Construction PM	126	892	-	1,018	-	-	-	-	-	593	107	700	196	-	182	378	2,095
98.	La Cienega Blvd. & I-405 SB Ramps N of Imperial	Construction AM	4	278	51	333	38	-	108	146	80	486	-	566	4	1	1	5	1,051
		Construction PM	4	954	112	1,071	102	-	166	268	72	568	-	640	29	-	-	29	2,008
39.	Century Blvd. & I-405 NB Ramps	Construction AM	25	-	-	25	7	1,143	-	1,150	110	-	717	827	261	364	7	633	2,634
		Construction PM	33	-	-	33	18	929	-	947	424	-	453	878	641	1,612	34	2,287	4,145
123.	Pershing Drive & Westchester Pkwy	Construction AM	-	239	24	263	27	-	126	152	204	662	-	865	-	-	-	-	1,280
		Construction PM	-	497	80	577	118	-	177	295	276	569	-	845	-	-	-	-	1,717
65.	Sepulveda Boulevard & Howard Hughes Pkwy	Construction AM	-	422	95	517	164	-	275	440	562	1,168	-	1,730	-	-	-	-	2,687
		Construction PM	-	1,803	575	2,378	379	-	488	866	462	1,668	-	2,130	-	-	-	-	5,375
136.	Sepulveda Boulevard & 76th St. / 77th St.	Construction AM	74	766	21	860	176	22	13	211	10	1,454	17	1,481	31	28	400	459	3,012
		Construction PM	301	1,928	114	2,344	78	59	36	174	34	1,753	37	1,824	73	56	208	337	4,679
137.	Sepulveda Boulevard & 79th St. / 80th St.	Construction AM	77	739	18	834	73	115	9	197	7	1,445	60	1,512	41	56	77	174	2,718
		Construction PM	201	1,758	62	2,021	29	78	23	130	27	1,736	95	1,858	60	91	117	267	4,276

Table 6

LAX TBIT-RP - Cumulative Intersection Volumes without Project at Overall Peak (Q4 2010)

	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	
138.	Sepulveda Boulevard & 83rd St.	Construction AM	35	709	19	763	24	54	14	92	3	1,334	18	1,355	30	44	37	111	2,321
		Construction PM	74	1,667	36	1,778	26	41	9	76	14	1,737	68	1,818	37	73	59	170	3,841
114.	Sepulveda Boulevard & Manchester Blvd	Construction AM	74	680	85	839	272	647	55	974	39	1,055	66	1,160	43	355	80	478	3,451
		Construction PM	272	1,253	248	1,772	196	869	93	1,157	87	1,440	111	1,638	101	1,031	217	1,349	5,917
101.	Sepulveda Boulevard & La Tijera Blvd.	Construction AM	38	659	23	720	16	136	129	281	83	1,051	78	1,212	39	220	39	298	2,511
		Construction PM	84	1,227	66	1,376	62	393	207	663	182	1,441	148	1,770	86	481	77	644	4,454
135.	Sepulveda Boulevard & Westchester Pkwy	Construction AM	61	812	66	939	94	184	70	348	28	1,048	98	1,174	39	118	25	182	2,642
		Construction PM	38	1,397	139	1,575	140	324	185	649	63	1,539	176	1,778	107	204	63	374	4,376
108.	Sepulveda Boulevard & Lincoln Blvd	Construction AM	2	900	-	902	1	-	-	1	215	1,325	879	2,418	721	-	-	721	4,043
		Construction PM	14	1,675	-	1,689	6	-	-	6	351	1,864	1,384	3,598	1,328	-	-	1,328	6,622

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

Sources: Los Angeles World Airports, Ricondo & Associates, Inc. Data collected by Wiltec in August 2008.

Table 7

LAX TBIT-RP - Cumulative Intersection Volumes with Project at Overall Peak (Scenario 3, Q4 2010)

	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	
69.	Imperial Hwy. & Pershing Dr.	Construction AM	43	2	564	609	1,136	259	8	1,403	1	-	1	3	4	250	138	392	2,408
		Construction PM	173	26	1,146	1,345	776	486	4	1,266	7	-	4	11	-	512	140	652	3,276
68.	Imperial Hwy. & Main St.	Construction AM	-	-	2	2	56	1,211	261	1,528	480	0	218	697	95	693	0	788	3,016
		Construction PM	0	0	54	54	-	1,008	561	1,569	394	-	230	624	302	1,342	-	1,644	3,892
71.	Imperial Hwy. & Sepulveda Blvd.	Construction AM	24	1,384	153	1,561	190	338	157	685	498	1,075	76	1,650	98	213	130	442	4,337
		Construction PM	40	1,931	320	2,291	340	361	245	947	1,190	1,916	181	3,287	183	514	173	870	7,395
73.	Imperial Hwy. & Nash St.	Construction AM	385	787	222	1,394	-	812	151	964	16	-	7	23	67	396	-	463	2,843
		Construction PM	199	197	179	574	-	960	61	1,021	97	-	75	172	61	1,007	-	1,068	2,835
47.	Imperial Hwy. & Douglas St.	Construction AM	12	3	13	28	48	913	77	1,038	58	9	45	111	60	329	20	409	1,586
		Construction PM	44	15	87	146	36	659	30	725	442	18	176	635	43	1,217	40	1,299	2,805
14.	Imperial Hwy. & Aviation Blvd.	Construction AM	126	228	135	490	671	819	228	1,717	94	422	177	692	62	198	104	363	3,263
		Construction PM	127	580	511	1,218	375	449	228	1,052	350	478	176	1,004	271	1,251	250	1,772	5,046
74.	Imperial Hwy. & I-105 EB Ramps	Construction AM	-	-	-	-	-	927	54	981	356	-	823	1,180	275	179	-	453	2,614
		Construction PM	-	-	-	-	-	647	330	977	559	-	460	1,019	874	1,161	-	2,036	4,032
67.	Imperial Hwy. & La Cienega Blvd.	Construction AM	216	119	44	379	309	656	43	1,008	86	138	61	286	141	127	166	434	2,107
		Construction PM	380	488	351	1,219	201	445	48	694	625	211	78	915	243	1,172	208	1,624	4,451
75.	Imperial Hwy. & I-405 NB Ramps	Construction AM	-	-	-	-	307	801	-	1,109	43	-	350	393	49	186	-	235	1,737
		Construction PM	-	-	-	-	191	467	-	658	228	-	257	485	345	1,919	-	2,263	3,406
14.	Century Blvd. & Aviation Blvd.	Construction AM	99	252	50	400	97	1,251	63	1,411	35	446	503	984	228	735	75	1,038	3,834
		Construction PM	115	544	127	787	117	1,299	98	1,513	86	681	497	1,265	496	1,837	139	2,472	6,037
19.	Aviation Blvd. & 111th St.	Construction AM	42	557	76	675	67	26	26	119	86	992	22	1,100	22	13	27	62	1,957
		Construction PM	84	1,198	94	1,377	141	55	86	282	108	932	20	1,060	30	81	78	189	2,907
96.	La Cienega Blvd. & I-405 SB Ramps N of Century	Construction AM	-	294	134	427	46	-	650	697	78	607	-	685	-	-	-	-	1,809
		Construction PM	-	730	173	904	175	-	700	875	169	646	-	815	-	-	-	-	2,593
36.	La Cienega Blvd. & Century Blvd.	Construction AM	421	324	70	815	379	970	223	1,572	141	274	115	531	274	436	68	778	3,696
		Construction PM	460	610	404	1,474	244	790	119	1,153	643	320	157	1,120	833	1,262	169	2,264	6,011
97.	La Cienega Blvd. & I-405 SB Ramps S of Century	Construction AM	7	418	358	783	156	-	-	156	23	462	-	485	1	-	-	1	1,425
		Construction PM	5	900	763	1,668	510	-	-	510	35	644	-	679	-	-	-	-	2,858
1000.	La Cienega Blvd. & 104th St.	Construction AM	45	358	18	420	1	7	3	12	14	441	161	616	42	1	22	64	1,112
		Construction PM	21	830	22	873	-	1	-	1	22	570	105	697	244	9	118	371	1,943
89.	La Cienega Blvd. & Lennox Blvd.	Construction AM	1	313	38	353	141	-	101	242	23	491	-	514	-	-	-	-	1,109
		Construction PM	1	909	227	1,137	73	-	85	158	199	618	-	817	-	-	-	-	2,113
94.	La Cienega Blvd. & 111th St.	Construction AM	110	286	-	396	-	-	-	-	-	404	262	666	48	-	62	110	1,172
		Construction PM	129	892	-	1,021	-	-	-	-	-	593	142	736	351	-	196	547	2,304
98.	La Cienega Blvd. & I-405 SB Ramps N of Imperial	Construction AM	4	279	51	334	38	-	108	146	80	486	-	566	4	1	1	5	1,051
		Construction PM	4	954	112	1,071	102	-	166	268	72	568	-	640	29	-	-	29	2,008
39.	Century Blvd. & I-405 NB Ramps	Construction AM	25	-	-	25	7	1,170	-	1,176	110	-	717	827	261	364	7	633	2,661
		Construction PM	33	-	-	33	18	935	-	953	424	-	453	878	641	1,638	34	2,314	4,178
123.	Pershing Drive & Westchester Pkwy	Construction AM	-	239	24	263	27	-	180	206	588	662	-	1,250	-	-	-	-	1,719
		Construction PM	-	497	80	577	118	-	556	673	407	569	-	976	-	-	-	-	2,227
65.	Sepulveda Boulevard & Howard Hughes Pkwy	Construction AM	-	438	95	533	164	-	376	541	562	1,168	-	1,730	-	-	-	-	2,804
		Construction PM	-	1,807	575	2,383	379	-	513	892	563	1,684	-	2,247	-	-	-	-	5,522
136.	Sepulveda Boulevard & 76th St. / 77th St.	Construction AM	74	911	21	1,005	176	22	13	211	10	1,454	17	1,481	31	28	400	459	3,157
		Construction PM	301	1,965	114	2,380	78	59	36	174	34	1,897	37	1,969	73	56	208	337	4,860
137.	Sepulveda Boulevard & 79th St. / 80th St.	Construction AM	77	884	18	979	73	115	9	197	7	1,445	60	1,512	41	56	77	174	2,863
		Construction PM	201	1,794	62	2,057	29	78	23	130	27	1,881	95	2,003	60	91	117	267	4,457

Table 7

LAX TBIT-RP - Cumulative Intersection Volumes with Project at Overall Peak (Scenario 3, Q4 2010)

			North Approach				East Approach				South Approach				West Approach				
	Intersection	Peak Hour[1]	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Intersection Total
138.	Sepulveda Boulevard & 83rd St.	Construction AM	35	854	19	908	24	54	14	92	3	1,334	18	1,355	30	44	37	111	2,466
		Construction PM	74	1,704	36	1,814	26	41	9	76	14	1,882	68	1,963	37	73	59	170	4,022
114.	Sepulveda Boulevard & Manchester Blvd	Construction AM	74	825	85	984	272	647	55	974	39	1,055	66	1,160	43	355	80	478	3,596
		Construction PM	272	1,290	248	1,809	196	869	93	1,157	87	1,584	111	1,783	101	1,031	217	1,349	6,098
101.	Sepulveda Boulevard & La Tijera Blvd.	Construction AM	104	738	23	865	16	142	129	287	83	1,051	78	1,212	39	220	39	298	2,662
		Construction PM	101	1,247	66	1,413	62	395	207	664	182	1,519	148	1,849	86	487	143	716	4,642
135.	Sepulveda Boulevard & Westchester Pkwy	Construction AM	124	828	66	1,018	94	184	70	348	28	1,048	98	1,174	39	118	25	182	2,721
		Construction PM	54	1,402	139	1,595	140	324	185	649	63	1,555	176	1,794	107	204	126	437	4,474
108.	Sepulveda Boulevard & Lincoln Blvd	Construction AM	2	916	-	919	1	-	-	1	215	1,325	920	2,460	721	-	-	721	4,101
		Construction PM	14	1,679	-	1,693	6	-	-	6	351	1,880	1,394	3,625	1,369	-	-	1,369	6,693

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

Sources: Los Angeles World Airports, Ricondo & Associates, Inc. Data collected by Wiltec in August 2008.

Table 8

LAX TBIT-RP - Cumulative Intersection Volumes with Project at Overall Peak (Scenario 4, Q4 2010)

	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	
69.	Imperial Hwy. & Pershing Dr.	Construction AM	43	2	575	620	1,022	259	8	1,289	1	-	1	3	4	250	138	392	2,305
		Construction PM	173	26	1,032	1,231	756	486	4	1,246	7	-	4	11	-	512	140	652	3,141
68.	Imperial Hwy. & Main St.	Construction AM	-	-	2	2	56	1,097	261	1,414	480	0	217	697	95	704	0	799	2,913
		Construction PM	0	0	54	54	-	988	561	1,549	394	-	230	624	302	1,228	-	1,530	3,758
71.	Imperial Hwy. & Sepulveda Blvd.	Construction AM	24	1,384	153	1,561	190	287	157	634	508	1,065	76	1,650	98	224	130	453	4,297
		Construction PM	40	1,921	320	2,281	340	357	255	953	1,192	1,913	181	3,287	183	463	173	819	7,340
73.	Imperial Hwy. & Nash St.	Construction AM	385	787	222	1,394	-	757	151	908	16	-	7	23	67	417	-	484	2,809
		Construction PM	199	197	179	574	-	964	61	1,026	97	-	75	172	60	960	-	1,020	2,791
47.	Imperial Hwy. & Douglas St.	Construction AM	12	3	13	28	48	863	77	988	59	9	43	111	60	350	20	430	1,557
		Construction PM	44	15	87	146	36	666	30	733	442	18	176	635	43	1,170	40	1,252	2,766
14.	Imperial Hwy. & Aviation Blvd.	Construction AM	137	228	135	501	676	764	228	1,667	94	427	172	692	62	198	126	386	3,246
		Construction PM	138	584	516	1,238	377	436	228	1,040	361	479	175	1,015	267	1,196	264	1,727	5,020
74.	Imperial Hwy. & I-105 EB Ramps	Construction AM	-	-	-	-	-	873	54	926	414	-	828	1,242	275	179	-	453	2,622
		Construction PM	-	-	-	-	-	633	388	1,022	573	-	462	1,035	879	1,107	-	1,986	4,042
67.	Imperial Hwy. & La Cienega Blvd.	Construction AM	227	119	44	390	309	711	43	1,063	86	138	61	286	141	127	166	434	2,172
		Construction PM	391	488	351	1,230	201	459	48	707	625	211	78	915	243	1,227	208	1,678	4,529
75.	Imperial Hwy. & I-405 NB Ramps	Construction AM	-	-	-	-	307	759	-	1,066	43	-	396	439	49	186	-	235	1,740
		Construction PM	-	-	-	-	191	456	-	647	228	-	268	496	390	1,876	-	2,266	3,410
14.	Century Blvd. & Aviation Blvd.	Construction AM	99	252	50	400	97	1,250	63	1,410	35	446	503	984	240	735	75	1,050	3,844
		Construction PM	115	544	127	787	117	1,299	98	1,513	86	681	508	1,276	499	1,837	139	2,475	6,050
19.	Aviation Blvd. & 111th St.	Construction AM	42	557	89	688	67	26	26	119	107	992	22	1,122	22	13	27	62	1,990
		Construction PM	84	1,198	97	1,380	153	55	107	316	113	932	20	1,065	30	81	78	189	2,950
96.	La Cienega Blvd. & I-405 SB Ramps N of Century	Construction AM	-	300	134	434	46	-	692	738	78	607	-	685	-	-	-	-	1,857
		Construction PM	-	732	173	905	175	-	710	885	210	652	-	863	-	-	-	-	2,653
36.	La Cienega Blvd. & Century Blvd.	Construction AM	421	327	70	818	373	970	229	1,572	141	274	115	531	274	436	68	778	3,698
		Construction PM	460	611	397	1,467	242	790	121	1,153	650	322	157	1,130	833	1,262	169	2,264	6,014
97.	La Cienega Blvd. & I-405 SB Ramps S of Century	Construction AM	7	415	358	780	198	-	-	198	23	462	-	485	1	-	-	1	1,464
		Construction PM	5	900	804	1,709	521	-	-	521	35	644	-	679	-	-	-	-	2,909
1000.	La Cienega Blvd. & 104th St.	Construction AM	45	365	18	427	1	7	3	12	14	441	161	616	42	1	22	64	1,119
		Construction PM	21	832	22	875	-	1	-	1	22	577	105	704	244	9	118	371	1,951
89.	La Cienega Blvd. & Lennox Blvd.	Construction AM	1	323	38	362	141	-	101	242	23	491	-	514	-	-	-	-	1,119
		Construction PM	1	921	227	1,149	73	-	85	158	199	618	-	817	-	-	-	-	2,124
94.	La Cienega Blvd. & 111th St.	Construction AM	120	286	-	406	-	-	-	-	-	404	358	762	59	-	62	121	1,288
		Construction PM	132	892	-	1,023	-	-	-	-	-	593	166	759	458	-	205	663	2,446
98.	La Cienega Blvd. & I-405 SB Ramps N of Imperial	Construction AM	4	279	51	334	38	-	108	146	80	486	-	566	4	1	1	5	1,051
		Construction PM	4	954	112	1,071	102	-	166	268	72	568	-	640	29	-	-	29	2,008
39.	Century Blvd. & I-405 NB Ramps	Construction AM	25	-	-	25	7	1,170	-	1,176	110	-	717	827	261	364	7	633	2,661
		Construction PM	33	-	-	33	18	935	-	953	424	-	453	878	641	1,638	34	2,314	4,178
123.	Pershing Drive & Westchester Pkwy	Construction AM	-	239	24	263	27	-	169	195	442	662	-	1,104	-	-	-	-	1,562
		Construction PM	-	497	80	577	118	-	410	527	362	569	-	931	-	-	-	-	2,036
65.	Sepulveda Boulevard & Howard Hughes Pkwy	Construction AM	-	450	95	544	164	-	335	499	562	1,168	-	1,730	-	-	-	-	2,774
		Construction PM	-	1,810	575	2,385	379	-	503	881	522	1,695	-	2,217	-	-	-	-	5,484
136.	Sepulveda Boulevard & 76th St. / 77th St.	Construction AM	74	869	21	964	176	22	13	211	10	1,454	17	1,481	31	28	400	459	3,115
		Construction PM	301	1,954	114	2,370	78	59	36	174	34	1,856	37	1,928	73	56	208	337	4,808
137.	Sepulveda Boulevard & 79th St. / 80th St.	Construction AM	77	842	18	938	73	115	9	197	7	1,445	60	1,512	41	56	77	174	2,821
		Construction PM	201	1,784	62	2,047	29	78	23	130	27	1,839	95	1,961	60	91	117	267	4,406

Table 8

LAX TBIT-RP - Cumulative Intersection Volumes with Project at Overall Peak (Scenario 4, Q4 2010)

	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	
138.	Sepulveda Boulevard & 83rd St.	Construction AM	35	813	19	866	24	54	14	92	3	1,334	18	1,355	30	44	37	111	2,425
		Construction PM	74	1,693	36	1,804	26	41	9	76	14	1,841	68	1,922	37	73	59	170	3,971
114.	Sepulveda Boulevard & Manchester Blvd	Construction AM	74	784	85	942	272	647	55	974	39	1,055	66	1,160	43	355	80	478	3,555
		Construction PM	272	1,279	248	1,798	196	869	93	1,157	87	1,543	111	1,742	101	1,031	217	1,349	6,046
101.	Sepulveda Boulevard & La Tijera Blvd.	Construction AM	77	723	23	823	16	140	129	285	83	1,051	78	1,212	39	220	39	298	2,618
		Construction PM	94	1,243	66	1,402	62	394	207	664	182	1,505	148	1,835	86	485	116	687	4,588
135.	Sepulveda Boulevard & Westchester Pkwy	Construction AM	98	839	66	1,003	94	184	70	348	28	1,048	98	1,174	39	118	25	182	2,707
		Construction PM	47	1,404	139	1,591	140	324	185	649	63	1,566	176	1,805	107	204	100	411	4,457
108.	Sepulveda Boulevard & Lincoln Blvd	Construction AM	2	928	-	930	1	-	-	1	215	1,325	903	2,443	721	-	-	721	4,095
		Construction PM	14	1,682	-	1,696	6	-	-	6	351	1,891	1,390	3,632	1,353	-	-	1,353	6,686

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

Sources: Los Angeles World Airports, Ricondo & Associates, Inc. Data collected by Wiltec in August 2008.

Appendix D-4
LAX Bradley West Project Draft EIR

Study Area Intersection Capacity Analysis

May 2009

Prepared for:

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2008 With Project Scenario 2 AM Peak

2008 With Project Scenario 2 PM Peak

2008 With Project Scenario 3 AM Peak

2008 With Project Scenario 3 PM Peak

2008 With Project Scenario 4 AM Peak

2008 With Project Scenario 4 PM Peak

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1. CAPACITY ANALYSIS RESULTS

Appendix D-4 provides the capacity analysis results for each condition and scenario evaluated in the construction traffic study. The tables included summarize the V/C ratios and level of service results for the two analysis peak hours, 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 Construction Peak (Fourth Quarter 2010). In addition, the TRAFFIX analysis report outputs are included for each analysis condition and evaluation hours.

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TRAFFIX Analysis Reports

```
 Baseline 2008-AM Peak
--------------------------------------------------------------------------------
                                  TBIT RP
--------------------------------------------------------------------------------
                              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
--------------------------------------------------------------------------------
                                  TBIT RP
--------------------------------------------------------------------------------
                  Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #14 AVIATION BLVD. @ CENTURY BLVD.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.539
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:  ****               ****        ****               ****
********************************************************************************
```

Baseline 2008-AM Peak

```
------------------------------------------------------------------------------
                                  TBIT RP
------------------------------------------------------------------------------
                     Level Of Service Computation Report
              Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #16 IMPERIAL HWY. @ AVIATION BL.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.593
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

```
------------------------------------------------------------------------------
                                  TBIT RP
------------------------------------------------------------------------------
                     Level Of Service Computation Report
              Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #19 AVIATION BLVD. @ 111TH
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.423
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       40               Level Of Service:                    A
******************************************************************************
Street Name:           AVIATION BLVD.                  111TH STREET
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:         Protected        Protected        Protected        Protected
Rights:            Ovl              Include          Include          Ovl
Min. Green:      0    0    0      0    0    0      0    0    0      0    0    0
Lanes:        1  0  1  1  0    1  0  1  1  0    1  0  0  1  0    1  0  1  1  0
-----------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       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:     1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  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.:  1375 2597   153  1375 2559   191  1375  526   849  1375 1375  1375
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.35  0.35  0.04 0.21  0.21  0.02 0.02  0.02  0.02 0.02  0.05
Crit Vol:         475          56              26                           25
Crit Moves:      ****         ****            ****                         ****
******************************************************************************
```

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```
Baseline 2008-AM Peak
------------------------------------------------------------------------------
                                  TBIT RP
------------------------------------------------------------------------------
                      Level Of Service Computation Report
              Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #36 La CIENEGA BLVD. @ CENTURY BLVD
******************************************************************************
Cycle (sec):        100              Critical Vol./Cap. (X):        0.462
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
------------------------------------------------------------------------------
                                  TBIT RP
------------------------------------------------------------------------------
                      Level Of Service Computation Report
              Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #39 CENTURY BLVD. @ 405 N/B RAMP
******************************************************************************
Cycle (sec):        100              Critical Vol./Cap. (X):        0.514
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       30              Level Of Service:                    A
******************************************************************************
Street Name:         405 NORTH OFF RAMP               CENTURY BLVD
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Permitted        Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        2  0  0  0  1    0  0  0  0  1    1  0  2  1  1    0  0  2  1  0
-----------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     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:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 0.00  1.00  0.00 0.00  1.00  1.00 2.24  1.76  0.00 2.98  0.02
Final Sat.:  3000    0  1500     0    0  1500  1500 3354  2646     0 4475    25
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.25 0.00  0.07  0.00 0.00  0.02  0.00 0.10  0.10  0.00 0.24  0.24
Crit Vol:     375                      24     7                 365
Crit Moves:  ****                     ****  ****              ****
******************************************************************************
```

Baseline 2008-AM Peak

TBIT RP

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

Intersection #47 IMPERIAL HWY. @ DOUGLAS ST.

Cycle (sec):	100			Critical Vol./Cap. (X):			0.225								
Loss Time (sec):	0 (Y+R = 4 sec)			Average Delay (sec/veh):			xxxxxx								
Optimal Cycle:	29			Level Of Service:			A								
Street Name:	DOUGLAS STREET						IMPERIAL HWY.								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R			
Control:	Split Phase			Split Phase			Protected			Protected					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	0 1	0 2	1	0 1!	0 1	1	0 2	1 0	2	0 2	1 0			
Volume Module:															
Base Vol:	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:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375			
Adjustment:	1.00	1.00	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.:	1375	1375	2750	1924	437	1764	1375	3427	698	2750	3865	260			
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	0.18	0.18			
Crit Vol:	38			9			19			243					
Crit Moves:	****			****			****			****					

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Baseline 2008-AM Peak

TBIT RP

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

Intersection #65 SEPULVEDA @ H. HUGHES PARKWAY

Cycle (sec):	100			Critical Vol./Cap. (X):			0.326								
Loss Time (sec):	0 (Y+R = 4 sec)			Average Delay (sec/veh):			xxxxxx								
Optimal Cycle:	21			Level Of Service:			A								
Street Name:	Sepulveda Boulevard						H. Hughes Parkway								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R			
Control:	Permitted			Permitted			Permitted			Permitted					
Rights:	Ignore			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	0	0 4	0 1	2	0 3	0 0	0	0 0	0 0	3	0 0	0 1			
Volume Module:															
Base Vol:	0	1123	540	91	397	0	0	0	0	251	0	158			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	0	1123	540	91	397	0	0	0	0	251	0	158			
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	0	1123	0	91	397	0	0	0	0	251	0	158			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	0	1123	0	91	397	0	0	0	0	251	0	158			
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	0.00	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00			
Final Vol.:	0	1123	0	100	397	0	0	0	0	276	0	158			
Saturation Flow Module:															
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	0.00	4.00	1.00	2.00	3.00	0.00	0.00	0.00	0.00	3.00	0.00	1.00			
Final Sat.:	0	6000	1500	3000	4500	0	0	0	0	4500	0	1500			
Capacity Analysis Module:															
Vol/Sat:	0.00	0.19	0.00	0.03	0.09	0.00	0.00	0.00	0.00	0.06	0.00	0.11			
Crit Vol:		281		50			0					158			
Crit Moves:		****		****								****			

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Baseline 2008-AM Peak

TBIT RP

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

Intersection #67 IMPERIAL HWY. @ La CIENEGA BLVD.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.290
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			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 1	1 1	2	0 1	1 1	2	0 3	0 2	2	0 3	0 2
Volume Module:												
Base Vol:	58	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

TBIT RP

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

Intersection #68 IMPERIAL HWY @MAIN STREET

Cycle (sec): 100 Critical Vol./Cap. (X): 0.475
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

TBIT RP

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

Intersection #69 IMPERIAL HWY @ PERSHING DR.

Cycle (sec):	100			Critical Vol./Cap. (X):			0.551								
Loss Time (sec):	0 (Y+R = 4 sec)			Average Delay (sec/veh):			xxxxxx								
Optimal Cycle:	72			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			Permitted			Permitted					
Rights:	Include			Include			Include			Ovl					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	0	0	1! 0	0	1	1	0	1	0	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:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	0.50	0.00	0.50	2.00	0.05	0.95	2.00	1.97	0.03	1.00	2.00	1.00			
Final Sat.:	713	0	713	2850	66	1359	2850	2803	47	1425	2850	1425			
Capacity Analysis Module:															
Vol/Sat:	0.00	0.00	0.00	0.19	0.03	0.03	0.05	0.09	0.09	0.01	0.09	0.50			
Crit Vol:			2	0			73					710			
Crit Moves:			****	****			****					****			

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Baseline 2008-AM Peak

TBIT RP

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

Intersection #71 IMPERIAL HWY @ SEPULVEDA BL.

Cycle (sec):	100			Critical Vol./Cap. (X):			0.579								
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

TBIT RP

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

Intersection #73 IMPERIAL HWY @ NASH ST.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.447
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
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

TBIT RP

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

Intersection #74 IMPERIAL HWY. @ 105 RAMP

Cycle (sec): 100 Critical Vol./Cap. (X): 0.603
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: B

Street Name:	/ 105 RAMP						IMPERIAL HWY.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	0	0	2	0	0	0	0	0	0	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:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	2.00	2.00	2.00	0.00
Final Sat.:	2850	0	2850	0	0	0	0	2850	2850	2850	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.29	0.00	0.10	0.00	0.00	0.00	0.00	0.06	0.10	0.02	0.26	0.00
Crit Vol:	408				0			86			366	
Crit Moves:	****							****			****	

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Baseline 2008-AM Peak

TBIT RP

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

Intersection #75 IMPERIAL HWY. @ 405 NORTH RAMP

Cycle (sec):	100			Critical Vol./Cap. (X):			0.246								
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:			****				****				****				

Baseline 2008-AM Peak

TBIT RP

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

Intersection #89 La CIENEGA BLVD. @ LENNOX BLVD

Cycle (sec):	100			Critical Vol./Cap. (X):			0.294								
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

TBIT RP

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

Intersection #94 La CIENEGA BLVD. @ 111TH STREET

Cycle (sec): 100 Critical Vol./Cap. (X): 0.192
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

TBIT RP

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

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

Cycle (sec): 100 Critical Vol./Cap. (X): 0.512
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:	Ov1			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

TBIT RP

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

Intersection #97 La CIENEGA BLVD. @ 405 S/B RAMP

Cycle (sec): 100 Critical Vol./Cap. (X): 0.308
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:		****				****								****					****	

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Baseline 2008-AM Peak

TBIT RP

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

Intersection #98 La CIENEGA BLVD. @ 405 S/B RAMP

Cycle (sec): 100 Critical Vol./Cap. (X): 0.243
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				Permitted				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	0	1	1	0	2	1	0	0	0	1!	0	0	2	0	0	0	1
Volume Module:																
Base Vol:	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 Peak

TBIT RP

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

Intersection #101 SEPULVEDA BLVD. @ LA TIJERA BLVD.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.447
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name:	Sepulveda Boulevard						La Tijera Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	1 0	1	0 2	1 0	1	0 2	0 1	1	0 1	1 0
Volume Module:												
Base Vol:	75	1010	79	22	622	33	37	212	38	124	129	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	1010	79	22	622	33	37	212	38	124	129	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	75	1010	79	22	622	33	37	212	38	124	129	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	1010	79	22	622	33	37	212	38	124	129	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	75	1010	79	22	622	33	37	212	38	124	129	16
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.78	0.22	1.00	2.85	0.15	1.00	2.00	1.00	1.00	1.78	0.22
Final Sat.:	1375	3826	299	1375	3917	208	1375	2750	1375	1375	2447	303
Capacity Analysis Module:												
Vol/Sat:	0.05	0.26	0.26	0.02	0.16	0.16	0.03	0.08	0.03	0.09	0.05	0.05
Crit Vol:		363			22			106		124		
Crit Moves:		****			****			****		****		

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Baseline 2008-AM Peak

TBIT RP

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

Intersection #108 SEPULVEDA BLVD. @ LINCOLN BLVD.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.479
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						LINCOLN BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	4	0 2	1 0	0	0 3	1 0	0	0 0	0 4	0	0 0	0 1
Volume Module:												
Base Vol:	835	1270	207	0	851	2	0	0	693	0	0	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:	835	1270	207	0	851	2	0	0	693	0	0	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:	835	1270	207	0	851	2	0	0	693	0	0	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	835	1270	207	0	851	2	0	0	693	0	0	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:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00
Final Vol.:	919	1270	207	0	851	2	0	0	762	0	0	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:	4.00	2.58	0.42	0.00	3.99	0.01	0.00	0.00	4.00	0.00	0.00	1.00
Final Sat.:	5700	3676	599	0	5687	13	0	0	5700	0	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.16	0.35	0.35	0.00	0.15	0.15	0.00	0.00	0.13	0.00	0.00	0.00
Crit Vol:		492			213				191	0		
Crit Moves:		****							****	****		

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Baseline 2008-AM Peak

TBIT RP

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

Intersection #114 SEPULVEDA BLVD. @ MANCHESTER AVE.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.571
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: A

Street Name:	Sepulveda Boulevard						Manchester Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	1 0	1 0	2	1 0	2 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	64	1014	37	82	625	71	77	341	41	53	622	262
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	1014	37	82	625	71	77	341	41	53	622	262
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	64	1014	37	82	625	71	77	341	41	53	622	262
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	1014	37	82	625	71	77	341	41	53	622	262
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
Final Vol.:	64	1014	37	82	625	71	85	341	41	53	622	262
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.89	0.11	1.00	2.69	0.31	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1375	3980	145	1375	3704	421	2750	2750	1375	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.05	0.25	0.25	0.06	0.17	0.17	0.03	0.12	0.03	0.04	0.23	0.19
Crit Vol:		350			82			42			311	
Crit Moves:		****			****			****			****	

Baseline 2008-AM Peak

TBIT RP

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

Intersection #123 WESTCHESTER PARKWAY @ PERSHING DRIVE

Cycle (sec): 100 Critical Vol./Cap. (X): 0.282
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Street Name:	Pershing Drive						Westchester Parkway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 1	1 0	2	0 0	0 0	0	0 0	2 0	0	0 1
Volume Module:												
Base Vol:	0	636	142	23	230	0	0	0	0	110	0	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	636	142	23	230	0	0	0	0	110	0	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	636	142	23	230	0	0	0	0	110	0	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	636	142	23	230	0	0	0	0	110	0	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	0	636	142	23	230	0	0	0	0	121	0	26
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	2850	1425	1425	2850	0	0	0	0	2850	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.10	0.02	0.08	0.00	0.00	0.00	0.00	0.04	0.00	0.02
Crit Vol:		318		23				0		61		
Crit Moves:		****		****						****		

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Baseline 2008-AM Peak
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                                  TBIT RP
------------------------------------------------------------------------------
                      Level Of Service Computation Report
              Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #135 SEPULVEDA BLVD. @ WESTCHESTER PARKWAY
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.401
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       38               Level Of Service:                  A
******************************************************************************
Street Name:       Sepulveda Boulevard              Westchester Parkway
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|--------------||--------------||--------------||--------------|
Control:       Prot+Permit      Prot+Permit      Prot+Permit      Prot+Permit
Rights:            Include          Include          Include          Include
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        1  0  2  1  0    1  0  2  1  0    1  0  1  1  0    1  0  1  1  0
-----------|--------------||--------------||--------------||--------------|
Volume Module:
Base Vol:      91 1007    27    64  771    36     9  114    34    67  177    90
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   91 1007    27    64  771    36     9  114    34    67  177    90
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    91 1007    27    64  771    36     9  114    34    67  177    90
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   91 1007    27    64  771    36     9  114    34    67  177    90
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:    91 1007    27    64  771    36     9  114    34    67  177    90
-----------|--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.92  0.08  1.00 2.87  0.13  1.00 1.54  0.46  1.00 1.33  0.67
Final Sat.:  1375 4017   108  1375 3941   184  1375 2118   632  1375 1823   927
-----------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:     0.07 0.25  0.25  0.05 0.20  0.20  0.01 0.05  0.05  0.05 0.10  0.10
Crit Vol:          345         64               9                   133
Crit Moves:       ****        ****             ****                 ****
******************************************************************************

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Baseline 2008-AM Peak
------------------------------------------------------------------------------
                                  TBIT RP
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                      Level Of Service Computation Report
              Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #136 SEPULVEDA @ 76th/77th STREET
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.580
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       34               Level Of Service:                  A
******************************************************************************
Street Name:       Sepulveda Boulevard              76th/77th Street
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|--------------||--------------||--------------||--------------|
Control:       Permitted        Permitted        Permitted        Permitted
Rights:            Include          Include          Include          Include
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        1  0  2  1  0    1  0  2  1  0    2  0  1  0  1    1  0  1  0  1
-----------|--------------||--------------||--------------||--------------|
Volume Module:
Base Vol:      16 1397    10    20  707    71   384   27    30    12   21   170
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   16 1397    10    20  707    71   384   27    30    12   21   170
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    16 1397    10    20  707    71   384   27    30    12   21   170
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   16 1397    10    20  707    71   384   27    30    12   21   170
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  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.:    16 1397    10    20  707    71   422   27    30    12   21   170
-----------|--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.98  0.02  1.00 2.73  0.27  2.00 1.00  1.00  1.00 1.00  1.00
Final Sat.:  1500 4468    32  1500 4089   411  3000 1500  1500  1500 1500  1500
-----------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.31  0.31  0.01 0.17  0.17  0.14 0.02  0.02  0.01 0.01  0.11
Crit Vol:          469         20               211                   170
Crit Moves:       ****        ****             ****                 ****
******************************************************************************

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Baseline 2008-AM Peak

TBIT RP

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

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

Cycle (sec):	100			Critical Vol./Cap. (X):			0.491								
Loss Time (sec):	0 (Y+R = 4 sec)			Average Delay (sec/veh):			xxxxxx								
Optimal Cycle:	28			Level Of Service:			A								
Street Name:	Sepulveda Boulevard						79th/80th Street								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R			
Control:	Permitted			Permitted			Permitted			Permitted					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	0 2	1 0	1	0 3	0 1	1	0 1	0 1	1	0 0	1 0			
Volume Module:															
Base Vol:	58	1389	6	17	682	74	74	54	39	9	111	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:	58	1389	6	17	682	74	74	54	39	9	111	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:	58	1389	6	17	682	74	74	54	39	9	111	70			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	58	1389	6	17	682	74	74	54	39	9	111	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	1.00	1.00	1.00			
Final Vol.:	58	1389	6	17	682	74	74	54	39	9	111	70			
Saturation Flow Module:															
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	1.00	2.99	0.01	1.00	3.00	1.00	1.00	1.00	1.00	1.00	0.61	0.39			
Final Sat.:	1500	4481	19	1500	4500	1500	1500	1500	1500	1500	920	580			
Capacity Analysis Module:															
Vol/Sat:	0.04	0.31	0.31	0.01	0.15	0.05	0.05	0.04	0.03	0.01	0.12	0.12			
Crit Vol:		465			17			74			181				
Crit Moves:		****			****			****			****				

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Baseline 2008-AM Peak

TBIT RP

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

Intersection #138 SEPULVEDA BLVD. @ 83rd STREET

Cycle (sec):	100			Critical Vol./Cap. (X):			0.378								
Loss Time (sec):	0 (Y+R = 4 sec)			Average Delay (sec/veh):			xxxxxx								
Optimal Cycle:	23			Level Of Service:			A								
Street Name:	Sepulveda Boulevard						83rd Street								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R			
Control:	Permitted			Permitted			Permitted			Permitted					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	0 2	1 0	1	0 2	1 0	0	0 1!	0 0	1	0 0	1 0			
Volume Module:															
Base Vol:	17	1283	3	18	653	34	36	42	29	14	52	23			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	17	1283	3	18	653	34	36	42	29	14	52	23			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	17	1283	3	18	653	34	36	42	29	14	52	23			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	17	1283	3	18	653	34	36	42	29	14	52	23			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Final Vol.:	17	1283	3	18	653	34	36	42	29	14	52	23			
Saturation Flow Module:															
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	1.00	2.99	0.01	1.00	2.85	0.15	0.34	0.39	0.27	1.00	0.69	0.31			
Final Sat.:	1500	4490	10	1500	4277	223	505	589	407	1500	1040	460			
Capacity Analysis Module:															
Vol/Sat:	0.01	0.29	0.29	0.01	0.15	0.15	0.07	0.07	0.07	0.01	0.05	0.05			
Crit Vol:		429			18			107			14				
Crit Moves:		****			****			****			****				

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Baseline 2008-AM Peak
--------------------------------------------------------------------------------
                                    TBIT RP
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                      Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #1000 La CIENEGA BLVD. @ 104 TH STREET
********************************************************************************
Cycle (sec):        100              Critical Vol./Cap. (X):        0.224
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          Include          Include
Min. Green:    0     0     0    0     0     0    0     0     0    0     0     0
Lanes:        1  0  1  1  0   1  0  2  1  0   1  0  1  0  1   0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     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:  ****                   ****                   ****  ****
********************************************************************************
```



```
Baseline 2008-PM Peak
--------------------------------------------------------------------------------
                                    TBIT RP
--------------------------------------------------------------------------------
                                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
```

Baseline 2008-PM Peak

TBIT RP

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

Intersection #14 AVIATION BLVD. @ CENTURY BLVD.

Cycle (sec):	100			Critical Vol./Cap. (X):			0.827								
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

TBIT RP

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

Intersection #16 IMPERIAL HWY. @ AVIATION BL.

Cycle (sec):	100			Critical Vol./Cap. (X):			0.737								
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

TBIT RP

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

Intersection #19 AVIATION BLVD. @ 111TH

Cycle (sec):	100			Critical Vol./Cap. (X):			0.558								
Loss Time (sec):	0 (Y+R = 4 sec)			Average Delay (sec/veh):			xxxxxx								
Optimal Cycle:	52			Level Of Service:			A								
Street Name:	AVIATION BLVD.							111TH STREET							
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L - T - R			L - T - R			L - T - R			L - T - R					
Control:	Protected			Protected			Protected			Protected					
Rights:	Ovl			Include			Include			Ovl					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 0	1 0	1	0 1	1 0			
Volume Module:															
Base Vol:	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:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375			
Adjustment:	1.00	1.00	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.:	1375	2480	270	1375	2561	189	1375	1002	373	1375	1375	1375			
Capacity Analysis Module:															
Vol/Sat:	0.01	0.36	0.36	0.06	0.43	0.43	0.05	0.08	0.08	0.04	0.04	0.09			
Crit Vol:	19			588			107			53					
Crit Moves:	****			****			****			****					

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Baseline 2008-PM Peak

TBIT RP

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

Intersection #36 La CIENEGA BLVD. @ CENTURY BLVD

Cycle (sec):	100			Critical Vol./Cap. (X):			0.980								
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

TBIT RP

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

Intersection #39 CENTURY BLVD. @ 405 N/B RAMP

Cycle (sec):	100			Critical Vol./Cap. (X):			0.548								
Loss Time (sec):	0 (Y+R = 4 sec)			Average Delay (sec/veh):			xxxxxx								
Optimal Cycle:	32			Level Of Service:			A								
Street Name:	405 NORTH OFF RAMP						CENTURY BLVD								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R			
Control:	Permitted			Permitted			Permitted			Permitted					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	2	0 0	0 1	0	0 0	0 1	1	0 2	1 1	0	0 2	1 0			
Volume Module:															
Base Vol:	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:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	2.00	0.00	1.00	0.00	0.00	1.00	1.00	2.78	1.22	0.00	2.94	0.06			
Final Sat.:	3000	0	1500	0	0	1500	1500	4167	1833	0	4416	84			
Capacity Analysis Module:															
Vol/Sat:	0.16	0.00	0.27	0.00	0.00	0.02	0.02	0.37	0.37	0.00	0.20	0.20			
Crit Vol:	236					32		554		0					
Crit Moves:	****					****		****		****					

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Baseline 2008-PM Peak

TBIT RP

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

Intersection #47 IMPERIAL HWY. @ DOUGLAS ST.

Cycle (sec):	100			Critical Vol./Cap. (X):			0.482								
Loss Time (sec):	0 (Y+R = 4 sec)			Average Delay (sec/veh):			xxxxxx								
Optimal Cycle:	44			Level Of Service:			A								
Street Name:	DOUGLAS STREET						IMPERIAL HWY.								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R			
Control:	Split Phase			Split Phase			Protected			Protected					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	0 1	0 2	1	0 1!	0 1	1	0 2	1 0	2	0 2	1 0			
Volume Module:															
Base Vol:	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:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375			
Adjustment:	1.00	1.00	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.:	1375	1375	2750	2498	252	1375	1375	3958	167	2750	3883	242			
Capacity Analysis Module:															
Vol/Sat:	0.12	0.01	0.17	0.04	0.06	0.03	0.03	0.25	0.25	0.01	0.14	0.14			
Crit Vol:			233		76			338		16					
Crit Moves:			****		****			****		****					

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Baseline 2008-PM Peak

TBIT RP

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

Intersection #65 SEPULVEDA @ H. HUGHES PARKWAY

Cycle (sec): 100 Critical Vol./Cap. (X): 0.713
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: C

Street Name:	Sepulveda Boulevard						H. Hughes Parkway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 4	0 1	2	0 3	0 0	0	0 0	0 0	3	0 0	0 1
Volume Module:												
Base Vol:	0	1603	431	553	1722	0	0	0	0	466	0	364
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1603	431	553	1722	0	0	0	0	466	0	364
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1603	0	553	1722	0	0	0	0	466	0	364
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1603	0	553	1722	0	0	0	0	466	0	364
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	0	1603	0	608	1722	0	0	0	0	513	0	364
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.00	1.00	2.00	3.00	0.00	0.00	0.00	0.00	3.00	0.00	1.00
Final Sat.:	0	6000	1500	3000	4500	0	0	0	0	4500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.00	0.20	0.38	0.00	0.00	0.00	0.00	0.11	0.00	0.24
Crit Vol:		401		304			0					364
Crit Moves:		****		****								****

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Baseline 2008-PM Peak

TBIT RP

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

Intersection #67 IMPERIAL HWY. @ La CIENEGA BLVD.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.638
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			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 1	1 1	2	0 1	1 1	2	0 3	0 2	2	0 3	0 2
Volume Module:												
Base Vol:	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
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                                  TBIT RP
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                     Level Of Service Computation Report
              Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #68 IMPERIAL HWY @MAIN STREET
******************************************************************************
Cycle (sec):        100              Critical Vol./Cap. (X):        0.786
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
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                                  TBIT RP
------------------------------------------------------------------------------
                     Level Of Service Computation Report
              Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #69 IMPERIAL HWY @ PERSHING DR.
******************************************************************************
Cycle (sec):        100              Critical Vol./Cap. (X):        0.504
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       37              Level Of Service:                    A
******************************************************************************
Street Name:    PERSHING DR./HYPERION DWY.          IMPERIAL HWY
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Permitted        Permitted
Rights:            Include          Include           Include          Ovl
Min. Green:     0     0     0    0     0     0    0     0     0    0     0     0
Lanes:        0  0   1!  0  0    1  1   0  1  0    2  0   2   0  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:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 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  2.00 0.13  0.87  2.00 2.00  0.00  1.00 2.00  1.00
Final Sat.:   518    0   907  2850  187  1238  2850 2850     0  1425 2850  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.00  0.01  0.28 0.13  0.13  0.05 0.17  0.00  0.00 0.16  0.44
Crit Vol:                 11   399              74                234
Crit Moves:             ****  ****             ****              ****
******************************************************************************
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Baseline 2008-PM Peak

TBIT RP

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

Intersection #71 IMPERIAL HWY @ SEPULVEDA BL.

Cycle (sec): 100 Critical Vol./Cap. (X): 1.255
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:			****	****			****					****

Baseline 2008-PM Peak

TBIT RP

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

Intersection #73 IMPERIAL HWY @ NASH ST.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.370
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:	****			****				****		****		

Baseline 2008-PM Peak

TBIT RP

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

Intersection #74 IMPERIAL HWY. @ 105 RAMP

Cycle (sec):	100				Critical Vol./Cap. (X):				0.611							
Loss Time (sec):	0 (Y+R = 4 sec)				Average Delay (sec/veh):				xxxxxx							
Optimal Cycle:	48				Level Of Service:				B							
Street Name:	/ 105 RAMP								IMPERIAL HWY.							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Permitted				Protected			
Rights:	Ovl				Ovl				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	0	0 2	0	0	0	0 0	0	0	2	1 1	2	0	2	0 0
Volume Module:																
Base Vol:	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:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	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.:	2850	0	2850		0	0	0		0	2986	2714		2850	2850	0	
Capacity Analysis Module:																
Vol/Sat:	0.17	0.00	0.20		0.00	0.00	0.00		0.00	0.32	0.32		0.09	0.21	0.00	
Crit Vol:			284			0				456			130			
Crit Moves:			****							****			****			

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Baseline 2008-PM Peak

TBIT RP

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

Intersection #75 IMPERIAL HWY. @ 405 NORTH RAMP

Cycle (sec):	100				Critical Vol./Cap. (X):				0.554							
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

TBIT RP

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

Intersection #89 La CIENEGA BLVD. @ LENNOX BLVD

Cycle (sec):	100			Critical Vol./Cap. (X):			0.478								
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

TBIT RP

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

Intersection #94 La CIENEGA BLVD. @ 111TH STREET

Cycle (sec):	100			Critical Vol./Cap. (X):			0.433								
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
-------------------------------------------------------------------------------
                                   TBIT RP
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                      Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
*******************************************************************************
Intersection #96 La CIENEGA BLVD. @ 405 S/B RAPM
*******************************************************************************
Cycle (sec):         100               Critical Vol./Cap. (X):        0.630
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 Peak
-------------------------------------------------------------------------------
                                   TBIT RP
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
*******************************************************************************
Intersection #97 La CIENEGA BLVD. @ 405 S/B RAMP
*******************************************************************************
Cycle (sec):         100               Critical Vol./Cap. (X):        0.494
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

TBIT RP

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

Intersection #98 La CIENEGA BLVD. @ 405 S/B RAMP

Cycle (sec): 100 Critical Vol./Cap. (X): 0.349
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			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 2	1 0	0	0 0	0 1	2	0 0	0 1
Volume Module:												
Base Vol:	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

TBIT RP

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

Intersection #101 SEPULVEDA BLVD. @ LA TIJERA BLVD.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.733
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 86 Level Of Service: C

Street Name:	Sepulveda Boulevard						La Tijera Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	1 0	1	0 2	1 0	1	0 2	0 1	1	0 1	1 0
Volume Module:												
Base Vol:	142	1373	175	63	1177	80	70	461	83	199	378	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:	142	1373	175	63	1177	80	70	461	83	199	378	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:	142	1373	175	63	1177	80	70	461	83	199	378	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	142	1373	175	63	1177	80	70	461	83	199	378	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	142	1373	175	63	1177	80	70	461	83	199	378	60
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.66	0.34	1.00	2.81	0.19	1.00	2.00	1.00	1.00	1.73	0.27
Final Sat.:	1375	3659	466	1375	3862	263	1375	2750	1375	1375	2373	377
Capacity Analysis Module:												
Vol/Sat:	0.10	0.38	0.38	0.05	0.30	0.30	0.05	0.17	0.06	0.14	0.16	0.16
Crit Vol:		516		63				231		199		
Crit Moves:		****		****				****		****		

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Baseline 2008-PM Peak

TBIT RP

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

Intersection #108 SEPULVEDA BLVD. @ LINCOLN BLVD.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.785
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 86 Level Of Service: C

Street Name:	SEPULVEDA BOULEVARD									LINCOLN BOULEVARD								
Approach:	North Bound				South Bound				East Bound				West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected				Permitted				Permitted				Permitted					
Rights:	Include				Include				Include				Include					
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0			
Lanes:	4	0	2	1	0	0	0	3	1	0	0	0	0	0	4	0	0	0	0	1
Volume Module:																				
Base Vol:	1329	1777		337		0	1605		13		0		0	1267		0		0		6
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00	1.00		1.00		1.00		1.00
Initial Bse:	1329	1777		337		0	1605		13		0		0	1267		0		0		6
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00	1.00		1.00		1.00		1.00
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00	1.00		1.00		1.00		1.00
PHF Volume:	1329	1777		337		0	1605		13		0		0	1267		0		0		6
Reduct Vol:	0	0		0		0	0		0		0		0	0		0		0		0
Reduced Vol:	1329	1777		337		0	1605		13		0		0	1267		0		0		6
PCE Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00	1.00		1.00		1.00		1.00
MLF Adj:	1.10	1.00		1.00		1.00	1.00		1.00		1.00		1.00	1.10		1.00		1.00		1.00
Final Vol.:	1462	1777		337		0	1605		13		0		0	1394		0		0		6
Saturation Flow Module:																				
Sat/Lane:	1425	1425		1425		1425	1425		1425		1425		1425	1425		1425		1425		1425
Adjustment:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00	1.00		1.00		1.00		1.00
Lanes:	4.00	2.52		0.48		0.00	3.97		0.03		0.00		0.00	4.00		0.00		0.00		1.00
Final Sat.:	5700	3594		681		0	5654		46		0		0	5700		0		0		1425
Capacity Analysis Module:																				
Vol/Sat:	0.26	0.49		0.49		0.00	0.28		0.28		0.00		0.00	0.24		0.00		0.00		0.00
Crit Vol:	365						404							348		0				
Crit Moves:	****						****							****		****				

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

Intersection #114 SEPULVEDA BLVD. @ MANCHESTER AVE.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.947
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	Sepulveda Boulevard									Manchester Avenue								
Approach:	North Bound				South Bound				East Bound				West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Prot+Permit				Prot+Permit				Protected				Prot+Permit					
Rights:	Include				Include				Include				Include					
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0			
Lanes:	1	0	2	1	0	1	0	2	1	0	2	0	2	0	1	1	0	2	0	1
Volume Module:																				
Base Vol:	107	1355		84		238	1199		261		209		991	97		89		835		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:	107	1355		84		238	1199		261		209		991	97		89		835		188
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00	1.00		1.00		1.00		1.00
PHF Adj:	1.00	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	1355		84		238	1199		261		209		991	97		89		835		188
Reduct Vol:	0	0		0		0	0		0		0		0	0		0		0		0
Reduced Vol:	107	1355		84		238	1199		261		209		991	97		89		835		188
PCE Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00	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	1355		84		238	1199		261		230		991	97		89		835		188
Saturation Flow Module:																				
Sat/Lane:	1375	1375		1375		1375	1375		1375		1375		1375	1375		1375		1375		1375
Adjustment:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00	1.00		1.00		1.00		1.00
Lanes:	1.00	2.82		0.18		1.00	2.46		0.54		2.00		2.00	1.00		1.00		2.00		1.00
Final Sat.:	1375	3884		241		1375	3388		737		2750		2750	1375		1375		2750		1375
Capacity Analysis Module:																				
Vol/Sat:	0.08	0.35		0.35		0.17	0.35		0.35		0.08		0.36	0.07		0.06		0.30		0.14
Crit Vol:		480					238						496					89		
Crit Moves:		****					****						****					****		

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

Intersection #123 WESTCHESTER PARKWAY @ PERSHING DRIVE

Cycle (sec): 100 Critical Vol./Cap. (X): 0.325
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Street Name:	Pershing Drive						Westchester Parkway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	0 1	1	0 2	0 0	0	0 0	0 0	2	0 0	0 1
Volume Module:												
Base Vol:	0	547	246	77	478	0	0	0	0	116	0	113
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	547	246	77	478	0	0	0	0	116	0	113
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	547	246	77	478	0	0	0	0	116	0	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	547	246	77	478	0	0	0	0	116	0	113
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	547	246	77	478	0	0	0	0	128	0	113
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	2850	1425	1425	2850	0	0	0	0	2850	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.17	0.05	0.17	0.00	0.00	0.00	0.00	0.04	0.00	0.08
Crit Vol:		274		77			0					113
Crit Moves:		****		****								****

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TBIT RP

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

Intersection #135 SEPULVEDA BLVD. @ WESTCHESTER PARKWAY

Cycle (sec): 100 Critical Vol./Cap. (X): 0.706
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 77 Level Of Service: C

Street Name:	Sepulveda Boulevard						Westchester Parkway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	1 0	1	0 2	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	166	1470	61	134	1341	36	53	196	100	178	311	135
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	166	1470	61	134	1341	36	53	196	100	178	311	135
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	166	1470	61	134	1341	36	53	196	100	178	311	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	166	1470	61	134	1341	36	53	196	100	178	311	135
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	166	1470	61	134	1341	36	53	196	100	178	311	135
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.88	0.12	1.00	2.92	0.08	1.00	1.32	0.68	1.00	1.39	0.61
Final Sat.:	1375	3961	164	1375	4017	108	1375	1821	929	1375	1918	832
Capacity Analysis Module:												
Vol/Sat:	0.12	0.37	0.37	0.10	0.33	0.33	0.04	0.11	0.11	0.13	0.16	0.16
Crit Vol:		510		134				148		178		
Crit Moves:		****		****				****		****		

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TBIT RP

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

Intersection #136 SEPULVEDA @ 76th/77th STREET

Cycle (sec):	100			Critical Vol./Cap. (X):			0.622								
Loss Time (sec):	0	(Y+R =	4 sec)	Average Delay (sec/veh):			xxxxxx								
Optimal Cycle:	38			Level Of Service:			B								
Street Name:	Sepulveda Boulevard							76th/77th Street							
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R			
Control:	Permitted			Permitted			Permitted			Permitted					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	0 2	1 0	1	0 2	1 0	2	0 1	0 1	1	0 1	0 1			
Volume Module:															
Base Vol:	36	1656	33	110	1848	289	200	54	70	35	57	75			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	36	1656	33	110	1848	289	200	54	70	35	57	75			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	36	1656	33	110	1848	289	200	54	70	35	57	75			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	36	1656	33	110	1848	289	200	54	70	35	57	75			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00			
Final Vol.:	36	1656	33	110	1848	289	220	54	70	35	57	75			
Saturation Flow Module:															
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	1.00	2.94	0.06	1.00	2.59	0.41	2.00	1.00	1.00	1.00	1.00	1.00			
Final Sat.:	1500	4412	88	1500	3891	609	3000	1500	1500	1500	1500	1500			
Capacity Analysis Module:															
Vol/Sat:	0.02	0.38	0.38	0.07	0.47	0.47	0.07	0.04	0.05	0.02	0.04	0.05			
Crit Vol:	36				712		110					75			
Crit Moves:	****				****		****					****			

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Baseline 2008-PM Peak

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

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

Cycle (sec):	100			Critical Vol./Cap. (X):			0.578								
Loss Time (sec):	0	(Y+R =	4 sec)	Average Delay (sec/veh):			xxxxxx								
Optimal Cycle:	34			Level Of Service:			A								
Street Name:	Sepulveda Boulevard							79th/80th Street							
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R			
Control:	Permitted			Permitted			Permitted			Permitted					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	0 2	1 0	1	0 3	0 1	1	0 1	0 1	1	0 1	0 1			
Volume Module:															
Base Vol:	91	1640	26	60	1684	193	112	87	58	22	75	28			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	91	1640	26	60	1684	193	112	87	58	22	75	28			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	91	1640	26	60	1684	193	112	87	58	22	75	28			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	91	1640	26	60	1684	193	112	87	58	22	75	28			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Final Vol.:	91	1640	26	60	1684	193	112	87	58	22	75	28			
Saturation Flow Module:															
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	1.00	2.95	0.05	1.00	3.00	1.00	1.00	1.00	1.00	1.00	0.73	0.27			
Final Sat.:	1500	4430	70	1500	4500	1500	1500	1500	1500	1500	1092	408			
Capacity Analysis Module:															
Vol/Sat:	0.06	0.37	0.37	0.04	0.37	0.13	0.07	0.06	0.04	0.01	0.07	0.07			
Crit Vol:	91				561		112					103			
Crit Moves:	****				****		****					****			

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Baseline 2008-PM Peak

TBIT RP

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

Intersection #138 SEPULVEDA BLVD. @ 83rd STREET

Cycle (sec): 100 Critical Vol./Cap. (X): 0.529
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Street Name:	Sepulveda Boulevard						83rd Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	1 0	1 0	2	1 0	0 0	1!	0 0	1 0	0	1 0
Volume Module:												
Base Vol:	65	1641	13	35	1597	71	57	70	36	9	39	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	1641	13	35	1597	71	57	70	36	9	39	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	65	1641	13	35	1597	71	57	70	36	9	39	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	1641	13	35	1597	71	57	70	36	9	39	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	65	1641	13	35	1597	71	57	70	36	9	39	25
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.98	0.02	1.00	2.87	0.13	0.35	0.43	0.22	1.00	0.61	0.39
Final Sat.:	1500	4465	35	1500	4308	192	525	644	331	1500	914	586
Capacity Analysis Module:												
Vol/Sat:	0.04	0.37	0.37	0.02	0.37	0.37	0.11	0.11	0.11	0.01	0.04	0.04
Crit Vol:	65			556			163			9		
Crit Moves:	****			****			****			****		

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

Intersection #1000 La CIENEGA BLVD. @ 104 TH STREET

Cycle (sec): 100 Critical Vol./Cap. (X): 0.426
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			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	2	1 0	1 0	1	0 1	0 0	1!	0 0
Volume Module:												
Base Vol:	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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2010 w/o Project-AM Peak

TBIT RP

Scenario Report

Scenario:	2010 w/o Project-AM Peak-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

2010 w/o Project-AM Peak

TBIT RP

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

Intersection #14 AVIATION BLVD. @ CENTURY BLVD.

Cycle (sec):	100				Critical Vol./Cap. (X):				0.592						
Loss Time (sec):	0 (Y+R = 4 sec)				Average Delay (sec/veh):				xxxxxx						
Optimal Cycle:	56				Level Of Service:				A						
Street Name:	AVIATION BLVD.								CENTURY BLVD.						
Approach:	North Bound				South Bound				East Bound				West Bound		
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T - R
Control:	Protected				Protected				Protected				Protected		
Rights:	Include				Include				Include				Include		
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0
Lanes:	2	0	1	1 0	2	0	2	0 1	1	0	3	1 0	1	0	3 1 0
Volume Module:															
Base Vol:	503	446	35		50	252	99		75	735	212		63	1250	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:	503	446	35		50	252	99		75	735	212		63	1250	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:	503	446	35		50	252	99		75	735	212		63	1250	97
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0
Reduced Vol:	503	446	35		50	252	99		75	735	212		63	1250	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.:	553	446	35		55	252	99		75	735	212		63	1250	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	3.71	0.29
Final Sat.:	2750	2550	200		2750	2750	1375		1375	4269	1231		1375	5104	396
Capacity Analysis Module:															
Vol/Sat:	0.20	0.17	0.17		0.02	0.09	0.07		0.05	0.17	0.17		0.05	0.24	0.24
Crit Vol:	277					126			75					337	
Crit Moves:	****					****			****					****	

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2010 w/o Project-AM Peak
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                                  TBIT RP
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                      Level Of Service Computation Report
              Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #16 IMPERIAL HWY. @ AVIATION BL.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.661
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       67               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:      165  415    94   135  228   109    70  198    62   228  685   663
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   165  415    94   135  228   109    70  198    62   228  685   663
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    165  415    94   135  228   109    70  198    62   228  685   663
Reduct Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   165  415    94   135  228   109    70  198    62   228  685   663
PCE Adj:     1.00 1.00  1.00  1.00 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.:    182  415    94   149  228   120    77  198    62   251  685   663
-----------|--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:     1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  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:     0.07 0.15  0.07  0.05 0.08  0.08  0.03 0.06  0.06  0.09 0.17  0.48
Crit Vol:         208          0              39                          663
Crit Moves:      ****         ****           ****                        ****
******************************************************************************

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2010 w/o Project-AM Peak
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                                  TBIT RP
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                      Level Of Service Computation Report
              Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #19 AVIATION BLVD. @ 111TH
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.467
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       43               Level Of Service:                    A
******************************************************************************
Street Name:           AVIATION BLVD.                  111TH STREET
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|--------------||--------------||--------------||--------------|
Control:         Protected        Protected        Protected        Protected
Rights:            Ovl              Include          Include          Ovl
Min. Green:      0    0    0      0    0    0      0    0    0      0    0    0
Lanes:        1  0  1  1  0    1  0  1  1  0    1  0  0  1  0    1  0  1  1  0
-----------|--------------||--------------||--------------||--------------|
Volume Module:
Base Vol:       22  992    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  992    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  992    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  992    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  992    55    58  557    42    27   13    22    26   26    67
-----------|--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:     1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.89  0.11  1.00 1.86  0.14  1.00 0.37  0.63  1.00 1.00  1.00
Final Sat.:  1375 2606   144  1375 2557   193  1375  511   864  1375 1375  1375
-----------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.38  0.38  0.04 0.22  0.22  0.02 0.03  0.03  0.02 0.02  0.05
Crit Vol:         523          58                    35           26
Crit Moves:      ****         ****                  ****         ****
******************************************************************************

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2010 w/o Project-AM Peak
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                                  TBIT RP
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                      Level Of Service Computation Report
              Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #36 La CIENEGA BLVD. @ CENTURY BLVD
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.485
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       44               Level Of Service:                   A
******************************************************************************
Street Name:         La CIENEGA BLVD.                  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  321   421     68  436   274    213  970   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:  115  274   141     70  321   421     68  436   274    213  970   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:   115  274   141     70  321   421     68  436   274    213  970   366
Reduct Vol:     0    0     0      0    0     0      0    0     0      0    0     0
Reduced Vol:  115  274   141     70  321   421     68  436   274    213  970   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:     1.00 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  321   463     68  436   274    213  970   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:       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   0.15 0.24  0.27
Crit Vol:     115              161              68               323
Crit Moves:  ****             ****             ****             ****
******************************************************************************
```

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2010 w/o Project-AM Peak
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                                  TBIT RP
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                      Level Of Service Computation Report
              Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #39 CENTURY BLVD. @ 405 N/B RAMP
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.540
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       31               Level Of Service:                   A
******************************************************************************
Street Name:         405 NORTH OFF RAMP                CENTURY BLVD
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|--------------||--------------||--------------||--------------|
Control:       Permitted        Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:     0    0    0      0    0    0      0    0    0      0    0    0
Lanes:        2  0  0  0  1    0  0  0  0  1    1  0  2  1  1    0  0  2  1  0
-----------|--------------||--------------||--------------||--------------|
Volume Module:
Base Vol:     717     0   110      0    0    25      7  364   261      0 1143     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:  717     0   110      0    0    25      7  364   261      0 1143     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:   717     0   110      0    0    25      7  364   261      0 1143     7
Reduct Vol:     0     0     0      0    0     0      0    0     0      0    0     0
Reduced Vol:  717     0   110      0    0    25      7  364   261      0 1143     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.:   789     0   110      0    0    25      7  364   287      0 1143     7
-----------|--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500   1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00   1.00 1.00  1.00
Lanes:       2.00 0.00  1.00  0.00 0.00  1.00  1.00 2.24  1.76   0.00 2.98  0.02
Final Sat.:  3000     0  1500      0    0  1500  1500 3354  2646      0 4473    27
-----------|--------------||--------------||--------------||--------------|
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:     394                        25     7                    383
Crit Moves:  ****                       ****  ****                 ****
******************************************************************************
```

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2010 w/o Project-AM Peak

TBIT RP

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

Intersection #47 IMPERIAL HWY. @ DOUGLAS ST.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.244
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Street Name:	DOUGLAS STREET						IMPERIAL HWY.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	0 2	1	0 1!	0 1	1	0 2	1 0	2	0 2	1 0
Volume Module:												
Base Vol:	41	9	56	13	3	12	20	297	60	77	747	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:	41	9	56	13	3	12	20	297	60	77	747	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:	41	9	56	13	3	12	20	297	60	77	747	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	9	56	13	3	12	20	297	60	77	747	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.:	41	9	62	14	3	13	20	297	60	85	747	48
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	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	2.50	0.50	2.00	2.82	0.18
Final Sat.:	1375	1375	2750	1934	406	1785	1375	3432	693	2750	3876	249
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	0.19	0.19
Crit Vol:	41				10			20			265	
Crit Moves:	****				****		****				****	

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2010 w/o Project-AM Peak

TBIT RP

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

Intersection #65 SEPULVEDA @ H. HUGHES PARKWAY

Cycle (sec): 100 Critical Vol./Cap. (X): 0.339
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

Street Name:	Sepulveda Boulevard						H. Hughes Parkway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 4	0 1	2	0 3	0 0	0	0 0	0 0	3	0 0	0 1
Volume Module:												
Base Vol:	0	1168	562	95	422	0	0	0	0	275	0	164
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1168	562	95	422	0	0	0	0	275	0	164
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1168	0	95	422	0	0	0	0	275	0	164
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1168	0	95	422	0	0	0	0	275	0	164
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	0	1168	0	104	422	0	0	0	0	303	0	164
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.00	1.00	2.00	3.00	0.00	0.00	0.00	0.00	3.00	0.00	1.00
Final Sat.:	0	6000	1500	3000	4500	0	0	0	0	4500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.00	0.03	0.09	0.00	0.00	0.00	0.00	0.07	0.00	0.11
Crit Vol:		292			52			0				164
Crit Moves:		****		****								****

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                        Level Of Service Computation Report
                Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #67 IMPERIAL HWY. @ La CIENEGA BLVD.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.312
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          Include          Include
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        2  0  1  1  1    2  0  1  1  1    2  0  3  0  2    2  0  3  0  2
------------|--------------||--------------||--------------||--------------|
Volume Module:
Base Vol:      60  138    86    44  119   199   166  127   141    43  578   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   199   166  127   141    43  578   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   199   166  127   141    43  578   309
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   60  138    86    44  119   199   166  127   141    43  578   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   219   183  127   155    47  578   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 1.06  1.94  2.00 3.00  2.00  2.00 3.00  2.00
Final Sat.:  2750 2447  1678  2750 1453  2672  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 0.14  0.12
Crit Vol:      33                 113          91                 193
Crit Moves:  ****               ****         ****               ****
********************************************************************************
```

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                                    TBIT RP
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                        Level Of Service Computation Report
                Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #68 IMPERIAL HWY @MAIN STREET
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.496
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:     217    0  479     2    0    0     0  650    95   261  862    56
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  217    0  479     2    0    0     0  650    95   261  862    56
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  650    95   261  862    56
Reduct Vol:     0    0    0     0    0    0     0    0     0     0    0     0
Reduced Vol:  217    0    0     2    0    0     0  650    95   261  862    56
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  650    95   261  862    56
------------|--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:    1425 1425 1425  1425 1425 1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       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  0.04
Crit Vol:     119               2               325         261
Crit Moves:  ****              ****             ****        ****
********************************************************************************
```

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                                  TBIT RP
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                      Level Of Service Computation Report
              Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #69 IMPERIAL HWY @ PERSHING DR.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.607
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       97               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       Permitted        Permitted
Rights:            Include          Include          Include          Ovl
Min. Green:      0     0     0      0     0     0      0     0     0      0     0     0
Lanes:        0  0  1! 0  0    1  1  0  1  0    2  0  1  1  0    1  0  2  0  1
-----------|--------------||--------------||--------------||--------------|
Volume Module:
Base Vol:       1     0     1    521     2    43    138   250     4      8   259   787
Growth Adj:  1.00  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    521     2    43    138   250     4      8   259   787
User Adj:    1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00   1.00  1.00  1.00
PHF Adj:     1.00  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    521     2    43    138   250     4      8   259   787
Reduct Vol:     0     0     0      0     0     0      0     0     0      0     0     0
Reduced Vol:    1     0     1    521     2    43    138   250     4      8   259   787
PCE Adj:     1.00  1.00  1.00  1.00  1.00  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    573     2    43    152   250     4      8   259   787
-----------|--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:    1425  1425  1425  1425  1425  1425  1425  1425  1425   1425  1425  1425
Adjustment:  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00   1.00  1.00  1.00
Lanes:       0.50  0.00  0.50  2.00  0.04  0.96  2.00  1.97  0.03   1.00  2.00  1.00
Final Sat.:   713     0   713  2850    63  1362  2850  2805    45   1425  2850  1425
-----------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:     0.00  0.00  0.00  0.20  0.03  0.03  0.05  0.09  0.09   0.01  0.09  0.55
Crit Vol:                     2     0              76                       787
Crit Moves:                 ****  ****           ****                     ****
******************************************************************************
```

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                                  TBIT RP
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                      Level Of Service Computation Report
              Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #71 IMPERIAL HWY @ SEPULVEDA BL.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.603
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       57               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  1051   484   153  1384    24   130   196    98   157   169   190
Growth Adj:  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Initial Bse:   76  1051   484   153  1384    24   130   196    98   157   169   190
User Adj:    1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Adj:     1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Volume:    76  1051   484   153  1384    24   130   196    98   157   169   190
Reduct Vol:     0     0     0     0     0     0     0     0     0     0     0     0
Reduced Vol:   76  1051   484   153  1384    24   130   196    98   157   169   190
PCE Adj:     1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
MLF Adj:     1.00  1.00  1.00  1.10  1.00  1.00  1.10  1.00  1.00  1.10  1.00  1.00
Final Vol.:    76  1051   484   168  1384    24   143   196    98   173   169   190
-----------|--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:    1375  1375  1375  1375  1375  1375  1375  1375  1375  1375  1375  1375
Adjustment:  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Lanes:       1.00  3.00  1.00  2.00  3.93  0.07  2.00  3.00  1.00  2.00  3.00  1.00
Final Sat.:  1375  4125  1375  2750  5406    94  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  0.04  0.14
Crit Vol:                 484    84              72                       190
Crit Moves:              ****  ****           ****                     ****
******************************************************************************
```

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                                    TBIT RP
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                      Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
*******************************************************************************
Intersection #73 IMPERIAL HWY @ NASH ST.
*******************************************************************************
Cycle (sec):        100              Critical Vol./Cap. (X):        0.465
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   385    0   364    67  151   632     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   385    0   364    67  151   632     0
User Adj:    1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00
PHF Adj:     1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00
PHF Volume:     7     0    16  222   787   385    0   364    67  151   632     0
Reduct Vol:     0     0     0    0     0     0    0     0     0    0     0     0
Reduced Vol:    7     0    16  222   787   385    0   364    67  151   632     0
PCE Adj:     1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00
MLF Adj:     1.00  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   424    0   364    67  166   632     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425  1425
Adjustment:  1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00
Lanes:       1.00  0.00  2.00 1.00  1.84  1.16 0.00  2.53  0.47 2.00  3.00  0.00
Final Sat.:  1425     0  2850 1425  2623  1652    0  3610   665 2850  4275     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00  0.00  0.01 0.17  0.30  0.26 0.00  0.10  0.10 0.06  0.15  0.00
Crit Vol:                   9        428               144        83
Crit Moves:              ****       ****              ****      ****
*******************************************************************************
```

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                                    TBIT RP
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                      Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
*******************************************************************************
Intersection #74 IMPERIAL HWY. @  105 RAMP
*******************************************************************************
Cycle (sec):        100              Critical Vol./Cap. (X):        0.656
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       54              Level Of Service:                  B
*******************************************************************************
Street Name:             / 105 RAMP                    IMPERIAL HWY.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Permitted        Protected
Rights:             Ovl              Ovl            Include          Include
Min. Green:     0     0     0    0     0     0    0     0     0    0     0     0
Lanes:        2  0  0  0  2   0  0  0  0  0   0  0  2  1  1   2  0  2  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     816     0   272    0     0     0    0   179   275   54   793     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:  816     0   272    0     0     0    0   179   275   54   793     0
User Adj:    1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00
PHF Adj:     1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00
PHF Volume:   816     0   272    0     0     0    0   179   275   54   793     0
Reduct Vol:     0     0     0    0     0     0    0     0     0    0     0     0
Reduced Vol:  816     0   272    0     0     0    0   179   275   54   793     0
PCE Adj:     1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00
MLF Adj:     1.10  1.00  1.10 1.00  1.00  1.00 1.00  1.00  1.10 1.10  1.00  1.00
Final Vol.:   898     0   299    0     0     0    0   179   303   59   793     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425  1425
Adjustment:  1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00
Lanes:       2.00  0.00  2.00 0.00  0.00  0.00 0.00  2.00  2.00 2.00  2.00  0.00
Final Sat.:  2850     0  2850    0     0     0    0  2850  2850 2850  2850     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.31  0.00  0.10 0.00  0.00  0.00 0.00  0.06  0.11 0.02  0.28  0.00
Crit Vol:     449                      0              89              397
Crit Moves:  ****                                   ****            ****
*******************************************************************************
```

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TBIT RP

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

Intersection #75 IMPERIAL HWY. @ 405 NORTH RAMP

Cycle (sec): 100 Critical Vol./Cap. (X): 0.280
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Street Name:	405 NORTH RAMP						IMPERIAL HWY					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1! 0	0	0	0 0	0	0	2 1	1	0	2 1 1
Volume Module:												
Base Vol:	285	0	43	0	0	0	0	186	49	0	663	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:	285	0	43	0	0	0	0	186	49	0	663	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:	285	0	43	0	0	0	0	186	0	0	663	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	285	0	43	0	0	0	0	186	0	0	663	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.:	314	0	43	0	0	0	0	186	0	0	663	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:	1.76	0.00	0.24	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	2506	0	344	0	0	0	0	4275	1425	0	4275	1425
Capacity Analysis Module:												
Vol/Sat:	0.13	0.00	0.13	0.00	0.00	0.00	0.00	0.04	0.00	0.00	0.16	0.00
Crit Vol:	178				0		0				221	
Crit Moves:	****						****				****	

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

Intersection #89 La CIENEGA BLVD. @ LENNOX BLVD

Cycle (sec): 100 Critical Vol./Cap. (X): 0.306
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	300	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	300	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	300	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	300	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	300	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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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #94 La CIENEGA BLVD. @ 111TH STREET

Cycle (sec): 100 Critical Vol./Cap. (X): 0.200
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	286	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	286	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	286	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	286	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	286	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	2.24	0.76	2.00	0.00	1.00	0.00	0.00	0.00				
Final Sat.:	1425	2850	0	0	3192	1083	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				128		34				0					
Crit Moves:	****				****		****									

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

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

Cycle (sec): 100 Critical Vol./Cap. (X): 0.551
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:	Ov1				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	134	274	0	0	0	0	591	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	134	274	0	0	0	0	591	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	134	274	0	0	0	0	591	0	46				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	607	78	134	274	0	0	0	0	591	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	134	274	0	0	0	0	650	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	2662	0	188				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.21	0.06	0.09	0.10	0.00	0.00	0.00	0.00	0.24	0.00	0.24				
Crit Vol:		304		134				0		348						
Crit Moves:		****		****						****						

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                      Level Of Service Computation Report
              Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #97 La CIENEGA BLVD. @ 405 S/B RAMP
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.320
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   462    23    358   412     7      0     0     1      0     0    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:     0   462    23    358   412     7      0     0     1      0     0    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:      0   462    23    358   412     7      0     0     1      0     0    97
Reduct Vol:      0     0     0      0     0     0      0     0     0      0     0     0
Reduced Vol:     0   462    23    358   412     7      0     0     1      0     0    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:      1.00 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   462    23    394   412     7      0     0     1      0     0   107
-----------|--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:     1375 1375  1375   1375 1375  1375   1375 1375  1375   1375 1375  1375
Adjustment:   1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00
Lanes:        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 2704    46      0    0  1375      0    0  2750
-----------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:      0.00 0.18  0.18   0.14 0.15  0.15   0.00 0.00  0.00   0.00 0.00  0.04
Crit Vol:          242          197                            1              0
Crit Moves:       ****         ****                         ****           ****
******************************************************************************
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                      Level Of Service Computation Report
              Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #98 La CIENEGA BLVD. @ 405 S/B RAMP
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.252
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        Permitted       Split Phase      Split Phase
Rights:            Include          Include          Include          Include
Min. Green:      0     0     0      0     0     0      0     0     0      0     0     0
Lanes:        1  0  2  0  1    1  0  2  1  0    0  0  1! 0  0    2  0  0  0  1
-----------|--------------||--------------||--------------||--------------|
Volume Module:
Base Vol:        0   486    80     51   278     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   278     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   278     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   278     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   278     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 4214    61    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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                                  TBIT RP
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                      Level Of Service Computation Report
              Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #101 SEPULVEDA BLVD. @ LA TIJERA BLVD.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.445
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       41               Level Of Service:                    A
******************************************************************************
Street Name:       Sepulveda Boulevard              La Tijera Boulevard
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|--------------||--------------||--------------||--------------|
Control:       Prot+Permit      Prot+Permit      Prot+Permit      Prot+Permit
Rights:            Include          Include          Include          Include
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        1  0  3  0  1    1  0  3  0  1    1  0  2  0  1    1  0  1  1  0
------------|--------------||--------------||--------------||--------------|
Volume Module:
Base Vol:      78 1051   83    23  659   38    39  220   39   129  136   16
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:   78 1051   83    23  659   38    39  220   39   129  136   16
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:    78 1051   83    23  659   38    39  220   39   129  136   16
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:   78 1051   83    23  659   38    39  220   39   129  136   16
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:    78 1051   83    23  659   38    39  220   39   129  136   16
------------|--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:    1375 1375 1375  1375 1375 1375  1375 1375 1375  1375 1375 1375
Adjustment:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:       1.00 3.00 1.00  1.00 3.00 1.00  1.00 2.00 1.00  1.00 1.79 0.21
Final Sat.:  1375 4125 1375  1375 4125 1375  1375 2750 1375  1375 2461  289
------------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:     0.06 0.25 0.06  0.02 0.16 0.03  0.03 0.08 0.03  0.09 0.06 0.06
Crit Vol:          350          23               110          129
Crit Moves:       ****         ****             ****         ****
******************************************************************************
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2010 w/o Project-AM Peak
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                                  TBIT RP
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                      Level Of Service Computation Report
              Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #108 SEPULVEDA BLVD. @ LINCOLN BLVD.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.499
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       54               Level Of Service:                    A
******************************************************************************
Street Name:       SEPULVEDA BOULEVARD              LINCOLN BOULEVARD
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|--------------||--------------||--------------||--------------|
Control:       Protected        Permitted        Permitted        Permitted
Rights:            Include          Include          Include          Include
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        4  0  2  1  0    0  0  3  1  0    0  0  0  0  4    0  0  0  0  1
------------|--------------||--------------||--------------||--------------|
Volume Module:
Base Vol:     879 1325  215     0  900    2     0    0  721     0    0    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:  879 1325  215     0  900    2     0    0  721     0    0    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:   879 1325  215     0  900    2     0    0  721     0    0    1
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  879 1325  215     0  900    2     0    0  721     0    0    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:     1.10 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.10  1.00 1.00 1.00
Final Vol.:   967 1325  215     0  900    2     0    0  793     0    0    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:       4.00 2.58 0.42  0.00 3.99 0.01  0.00 0.00 4.00  0.00 0.00 1.00
Final Sat.:  5700 3678  597     0 5687   13     0    0 5700     0    0 1425
------------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:     0.17 0.36 0.36  0.00 0.16 0.16  0.00 0.00 0.14  0.00 0.00 0.00
Crit Vol:         513              225               198    0
Crit Moves:      ****                               ****  ****
******************************************************************************
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2010 w/o Project-AM Peak

TBIT RP

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

Intersection #114 SEPULVEDA BLVD. @ MANCHESTER AVE.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.585
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: A

Street Name:	Sepulveda Boulevard						Manchester Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Prot+Permit		
Rights:	Ovl			Ovl			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 3	0 1	1	0 3	0 1	2	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	66	1055	39	85	680	74	80	355	43	55	647	272
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	66	1055	39	85	680	74	80	355	43	55	647	272
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	66	1055	39	85	680	74	80	355	43	55	647	272
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	1055	39	85	680	74	80	355	43	55	647	272
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
Final Vol.:	66	1055	39	85	680	74	88	355	43	55	647	272
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1375	4125	1375	1375	4125	1375	2750	2750	1375	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.05	0.26	0.03	0.06	0.16	0.05	0.03	0.13	0.03	0.04	0.24	0.20
Crit Vol:		352			85			44			324	
Crit Moves:		****			****			****			****	

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2010 w/o Project-AM Peak

TBIT RP

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

Intersection #123 WESTCHESTER PARKWAY @ PERSHING DRIVE

Cycle (sec): 100 Critical Vol./Cap. (X): 0.298
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Street Name:	Pershing Drive						Westchester Parkway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	0 1	1	0 2	0 0	0	0 0	0 0	2	0 0	0 1
Volume Module:												
Base Vol:	0	662	204	24	239	0	0	0	0	126	0	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	662	204	24	239	0	0	0	0	126	0	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	662	204	24	239	0	0	0	0	126	0	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	662	204	24	239	0	0	0	0	126	0	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	0	662	204	24	239	0	0	0	0	139	0	27
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	2850	1425	1425	2850	0	0	0	0	2850	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.14	0.02	0.08	0.00	0.00	0.00	0.00	0.05	0.00	0.02
Crit Vol:		331			24			0			69	
Crit Moves:		****			****						****	

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2010 w/o Project-AM Peak

TBIT RP

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

Intersection #135 SEPULVEDA BLVD. @ WESTCHESTER PARKWAY

Cycle (sec):	100			Critical Vol./Cap. (X):			0.421										
Loss Time (sec):	0 (Y+R = 4 sec)			Average Delay (sec/veh):			xxxxxx										
Optimal Cycle:	39			Level Of Service:			A										
Street Name:	Sepulveda Boulevard									Westchester Parkway							
Approach:	North Bound			South Bound			East Bound			West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit							
Rights:	Include			Include			Include			Include							
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0					
Lanes:	1	0	3	0	1	1	0	3	0	1	1	0	1	1	0	1	0	1	1	0
Volume Module:																	
Base Vol:	98	1048		28		66	812		61		25	118		39		70	184		94	
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Initial Bse:	98	1048		28		66	812		61		25	118		39		70	184		94	
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Volume:	98	1048		28		66	812		61		25	118		39		70	184		94	
Reduct Vol:	0	0		0		0	0		0		0	0		0		0	0		0	
Reduced Vol:	98	1048		28		66	812		61		25	118		39		70	184		94	
PCE Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		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.:	98	1048		28		66	812		61		25	118		39		70	184		94	
Saturation Flow Module:																	
Sat/Lane:	1375	1375		1375		1375	1375		1375		1375	1375		1375		1375	1375		1375	
Adjustment:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Lanes:	1.00	3.00		1.00		1.00	3.00		1.00		1.00	1.50		0.50		1.00	1.32		0.68	
Final Sat.:	1375	4125		1375		1375	4125		1375		1375	2067		683		1375	1820		930	
Capacity Analysis Module:																	
Vol/Sat:	0.07	0.25		0.02		0.05	0.20		0.04		0.02	0.06		0.06		0.05	0.10		0.10	
Crit Vol:		349					66					25					139			
Crit Moves:		****					****					****					****			

2010 w/o Project-AM Peak

TBIT RP

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

Intersection #136 SEPULVEDA @ 76th/77th STREET

Cycle (sec):	100			Critical Vol./Cap. (X):			0.601										
Loss Time (sec):	0 (Y+R = 4 sec)			Average Delay (sec/veh):			xxxxxx										
Optimal Cycle:	36			Level Of Service:			B										
Street Name:	Sepulveda Boulevard									76th/77th Street							
Approach:	North Bound			South Bound			East Bound			West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Permitted			Permitted			Permitted			Permitted							
Rights:	Include			Include			Include			Include							
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0					
Lanes:	1	0	3	0	1	1	0	3	0	1	2	0	1	0	1	1	0	1	0	1
Volume Module:																	
Base Vol:	17	1454		10		21	766		74		400	28		31		13	22		176	
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Initial Bse:	17	1454		10		21	766		74		400	28		31		13	22		176	
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Volume:	17	1454		10		21	766		74		400	28		31		13	22		176	
Reduct Vol:	0	0		0		0	0		0		0	0		0		0	0		0	
Reduced Vol:	17	1454		10		21	766		74		400	28		31		13	22		176	
PCE Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
MLF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.10	1.00		1.00		1.00	1.00		1.00	
Final Vol.:	17	1454		10		21	766		74		440	28		31		13	22		176	
Saturation Flow Module:																	
Sat/Lane:	1500	1500		1500		1500	1500		1500		1500	1500		1500		1500	1500		1500	
Adjustment:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Lanes:	1.00	3.00		1.00		1.00	3.00		1.00		2.00	1.00		1.00		1.00	1.00		1.00	
Final Sat.:	1500	4500		1500		1500	4500		1500		3000	1500		1500		1500	1500		1500	
Capacity Analysis Module:																	
Vol/Sat:	0.01	0.32		0.01		0.01	0.17		0.05		0.15	0.02		0.02		0.01	0.01		0.12	
Crit Vol:		485					21					220							176	
Crit Moves:		****					****					****							****	

```
2010 w/o Project-AM Peak
--------------------------------------------------------------------------------
                                    TBIT RP
--------------------------------------------------------------------------------
                        Level Of Service Computation Report
                Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #137 SEPULVEDA BLVD. @ 79th/80th STREET
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.511
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       29               Level Of Service:                    A
********************************************************************************
Street Name:       Sepulveda Boulevard                 79th/80th Street
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------||---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted        Permitted        Permitted
Rights:             Include          Include          Include          Include
Min. Green:     0     0     0     0     0     0     0     0     0     0     0     0
Lanes:        1  0  2  1  0    1  0  3  0  1    1  0  1  0  1    1  0  0  1  0
------------||---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      60 1445     7    18  739    77    77   56    41     9  115    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:   60 1445     7    18  739    77    77   56    41     9  115    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:    60 1445     7    18  739    77    77   56    41     9  115    73
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   60 1445     7    18  739    77    77   56    41     9  115    73
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:    60 1445     7    18  739    77    77   56    41     9  115    73
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.99  0.01  1.00 3.00  1.00  1.00 1.00  1.00  1.00 0.61  0.39
Final Sat.:  1500 4478    22  1500 4500  1500  1500 1500  1500  1500  918   582
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.32  0.32  0.01 0.16  0.05  0.05 0.04  0.03  0.01 0.13  0.13
Crit Vol:          484         18               77                   188
Crit Moves:       ****        ****             ****                 ****
********************************************************************************
```



```
2010 w/o Project-AM Peak
--------------------------------------------------------------------------------
                                    TBIT RP
--------------------------------------------------------------------------------
                        Level Of Service Computation Report
                Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #138 SEPULVEDA BLVD. @ 83rd STREET
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.393
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       24               Level Of Service:                    A
********************************************************************************
Street Name:       Sepulveda Boulevard                 83rd Street
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------||---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted        Permitted        Permitted
Rights:             Include          Include          Include          Include
Min. Green:     0     0     0     0     0     0     0     0     0     0     0     0
Lanes:        1  0  2  1  0    1  0  2  1  0    0  0  1! 0  0    1  0  0  1  0
------------||---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      18 1334     3    19  709    35    37   44    30    14   54    24
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   18 1334     3    19  709    35    37   44    30    14   54    24
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    18 1334     3    19  709    35    37   44    30    14   54    24
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   18 1334     3    19  709    35    37   44    30    14   54    24
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:    18 1334     3    19  709    35    37   44    30    14   54    24
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.99  0.01  1.00 2.86  0.14  0.33 0.40  0.27  1.00 0.69  0.31
Final Sat.:  1500 4490    10  1500 4288   212   500  595   405  1500 1038   462
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.30  0.30  0.01 0.17  0.17  0.07 0.07  0.07  0.01 0.05  0.05
Crit Vol:          446         19               111                  14
Crit Moves:       ****        ****             ****                 ****
********************************************************************************
```

2010 w/o Project-AM Peak

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------------------------------------------------------------------------------
                                  TBIT RP
------------------------------------------------------------------------------
                     Level Of Service Computation Report
              Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #1000 La CIENEGA BLVD. @ 104 TH STREET
******************************************************************************
Cycle (sec):        100              Critical Vol./Cap. (X):        0.226
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          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1  1  0    1  0  2  1  0    1  0  1  0  1    0  0  1! 0  0
-------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     161  441    14    18  339    45    22    1    42     3    7     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  339    45    22    1    42     3    7     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  339    45    22    1    42     3    7     1
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  161  441    14    18  339    45    22    1    42     3    7     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  339    45    22    1    42     3    7     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 2.65  0.35  1.00 1.00  1.00  0.27 0.64  0.09
Final Sat.:  1425 2762    88  1425 3774   501  1425 1425  1425   389  907   130
-------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.11 0.16  0.16  0.01 0.09  0.09  0.02 0.00  0.03  0.01 0.01  0.01
Crit Vol:     161                 128          22                   11
Crit Moves:  ****                ****         ****                 ****
******************************************************************************
```

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2010 plus Other-PM Peak

2010 w/o Project-PM Peak

```
------------------------------------------------------------------------------
                                  TBIT RP
------------------------------------------------------------------------------
                              Scenario Report
Scenario:             2010 w/o Project-PM Peak(3:30-4:30 PM)

Command:              Delivery
Volume:               Delivery
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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2010 w/o Project-PM Peak
------------------------------------------------------------------------------
                                  TBIT RP
------------------------------------------------------------------------------
                     Level Of Service Computation Report
              Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #14 AVIATION BLVD. @ CENTURY BLVD.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.885
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180               Level Of Service:                   D
******************************************************************************
Street Name:          AVIATION BLVD.                  CENTURY BLVD.
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|--------------||--------------||--------------||--------------|
Control:         Protected        Protected        Protected        Protected
Rights:            Include          Include          Include          Include
Min. Green:      0    0    0      0    0    0      0    0    0      0    0    0
Lanes:        2  0  1  1  0    2  0  2  0  1    1  0  3  1  0    1  0  3  1  0
-----------|--------------||--------------||--------------||--------------|
Volume Module:
Base Vol:     481  681    86   127  544   115   139 1837   492    98 1298   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:  481  681    86   127  544   115   139 1837   492    98 1298   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:   481  681    86   127  544   115   139 1837   492    98 1298   117
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  481  681    86   127  544   115   139 1837   492    98 1298   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.:   529  681    86   140  544   115   139 1837   492    98 1298   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 1.78  0.22  2.00 2.00  1.00  1.00 3.16  0.84  1.00 3.67  0.33
Final Sat.:  2750 2442   308  2750 2750  1375  1375 4338  1162  1375 5045   455
-----------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:     0.19 0.28  0.28  0.05 0.20  0.08  0.10 0.42  0.42  0.07 0.26  0.26
Crit Vol:     265              272              582               98
Crit Moves:  ****             ****             ****             ****
******************************************************************************

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2010 w/o Project-PM Peak
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                                  TBIT RP
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                     Level Of Service Computation Report
              Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #16 IMPERIAL HWY. @ AVIATION BL.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.799
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      114               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   503  573   110   229 1117   260   228  416   374
Growth Adj:  1.00 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   503  573   110   229 1117   260   228  416   374
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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   503  573   110   229 1117   260   228  416   374
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  173  476   333   503  573   110   229 1117   260   228  416   374
PCE Adj:     1.00 1.00  1.00  1.00 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   553  573   121   252 1117   260   251  416   374
-----------|--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  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 3346   779  2750 4125  1375
-----------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:     0.07 0.17  0.24  0.20 0.21  0.09  0.09 0.33  0.33  0.09 0.10  0.27
Crit Vol:     238              277              459               125
Crit Moves:  ****             ****             ****             ****
******************************************************************************

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TBIT RP

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

Intersection #19 AVIATION BLVD. @ 111TH

Cycle (sec):	100			Critical Vol./Cap. (X):			0.601								
Loss Time (sec):	0 (Y+R = 4 sec)			Average Delay (sec/veh):			xxxxxx								
Optimal Cycle:	57			Level Of Service:			B								
Street Name:	AVIATION BLVD.								111TH STREET						
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R			
Control:	Protected			Protected			Protected			Protected					
Rights:	Ovl			Include			Include			Ovl					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 0	1 0	1	0 1	1 0			
Volume Module:															
Base Vol:	20	932	100	89	1198	84	78	81	30	55	55	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:	20	932	100	89	1198	84	78	81	30	55	55	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:	20	932	100	89	1198	84	78	81	30	55	55	123			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	20	932	100	89	1198	84	78	81	30	55	55	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.:	20	932	100	89	1198	84	78	81	30	55	55	123			
Saturation Flow Module:															
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375			
Adjustment:	1.00	1.00	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	1.87	0.13	1.00	0.73	0.27	1.00	1.00	1.00			
Final Sat.:	1375	2484	266	1375	2570	180	1375	1003	372	1375	1375	1375			
Capacity Analysis Module:															
Vol/Sat:	0.01	0.38	0.38	0.06	0.47	0.47	0.06	0.08	0.08	0.04	0.04	0.09			
Crit Vol:	20			641			111			55					
Crit Moves:	****			****			****			****					

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TBIT RP

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

Intersection #36 La CIENEGA BLVD. @ CENTURY BLVD

Cycle (sec):	100			Critical Vol./Cap. (X):			1.028								
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	316	634	389	609	460	169	1262	833	117	790	241			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	157	316	634	389	609	460	169	1262	833	117	790	241			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	157	316	634	389	609	460	169	1262	833	117	790	241			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	157	316	634	389	609	460	169	1262	833	117	790	241			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00			
Final Vol.:	157	316	697	389	609	506	169	1262	833	117	790	241			
Saturation Flow Module:															
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375			
Adjustment:	1.00	1.00	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	4214	1286			
Capacity Analysis Module:															
Vol/Sat:	0.11	0.11	0.25	0.28	0.22	0.18	0.12	0.31	0.61	0.09	0.19	0.19			
Crit Vol:			349	389					833	0					
Crit Moves:			****	****					****	****					

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2010 w/o Project-PM Peak
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                                  TBIT RP
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                     Level Of Service Computation Report
              Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #39 CENTURY BLVD. @ 405 N/B RAMP
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.574
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       34               Level Of Service:                  A
******************************************************************************
Street Name:         405 NORTH OFF RAMP                 CENTURY BLVD
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|--------------||--------------||--------------||--------------|
Control:          Permitted        Permitted        Permitted        Permitted
Rights:             Include          Include          Include          Include
Min. Green:      0     0     0     0     0     0     0     0     0     0     0     0
Lanes:        2  0  0  0  1    0  0  0  0  1    1  0  2  1  1    0  0  2  1  0
------------|--------------||--------------||--------------||--------------|
Volume Module:
Base Vol:      453     0   424     0     0    33    34 1612   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:   453     0   424     0     0    33    34 1612   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:    453     0   424     0     0    33    34 1612   641     0   929    18
Reduct Vol:      0     0     0     0     0     0     0     0     0     0     0     0
Reduced Vol:   453     0   424     0     0    33    34 1612   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.:    498     0   424     0     0    33    34 1612   705     0   929    18
------------|--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:     1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 0.00  1.00  0.00 0.00  1.00  1.00 2.78  1.22  0.00 2.94  0.06
Final Sat.:  3000     0  1500     0     0  1500  1500 4174  1826     0 4414    86
------------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:     0.17 0.00  0.28  0.00 0.00  0.02  0.02 0.39  0.39  0.00 0.21  0.21
Crit Vol:     249                      33        579         0
Crit Moves:  ****                    ****      ****      ****
******************************************************************************

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                                  TBIT RP
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                     Level Of Service Computation Report
              Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #47 IMPERIAL HWY. @ DOUGLAS ST.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.509
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        Protected
Rights:            Include          Include          Include          Include
Min. Green:      0     0     0     0     0     0     0     0     0     0     0     0
Lanes:        1  0  1  0  2    1  0  1! 0  1    1  0  2  1  0    2  0  2  1  0
------------|--------------||--------------||--------------||--------------|
Volume Module:
Base Vol:      175    18   441    87    15    44    40 1048    43    30   588    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 1048    43    30   588    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 1048    43    30   588    36
Reduct Vol:      0     0     0     0     0     0     0     0     0     0     0     0
Reduced Vol:   175    18   441    87    15    44    40 1048    43    30   588    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 1048    43    33   588    36
------------|--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:     1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  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.:  1375 1375  2750  2481  269  1375  1375 3962   163  2750 3887   238
------------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:     0.13 0.01  0.18  0.04 0.06  0.04  0.03 0.26  0.26  0.01 0.15  0.15
Crit Vol:                243         77               364         17
Crit Moves:             ****       ****             ****        ****
******************************************************************************

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TBIT RP

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

Intersection #65 SEPULVEDA @ H. HUGHES PARKWAY

Cycle (sec):	100			Critical Vol./Cap. (X):			0.742								
Loss Time (sec):	0 (Y+R = 4 sec)			Average Delay (sec/veh):			xxxxxx								
Optimal Cycle:	56			Level Of Service:			C								
Street Name:	Sepulveda Boulevard						H. Hughes Parkway								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R			
Control:	Permitted			Permitted			Permitted			Permitted					
Rights:	Ignore			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	0	0 4	0 1	2	0 3	0 0	0	0 0	0 0	3	0 0	0 1			
Volume Module:															
Base Vol:	0	1668	462	575	1803	0	0	0	0	488	0	379			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	0	1668	462	575	1803	0	0	0	0	488	0	379			
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	0	1668	0	575	1803	0	0	0	0	488	0	379			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	0	1668	0	575	1803	0	0	0	0	488	0	379			
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	0.00	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00			
Final Vol.:	0	1668	0	633	1803	0	0	0	0	537	0	379			
Saturation Flow Module:															
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	0.00	4.00	1.00	2.00	3.00	0.00	0.00	0.00	0.00	3.00	0.00	1.00			
Final Sat.:	0	6000	1500	3000	4500	0	0	0	0	4500	0	1500			
Capacity Analysis Module:															
Vol/Sat:	0.00	0.28	0.00	0.21	0.40	0.00	0.00	0.00	0.00	0.12	0.00	0.25			
Crit Vol:		417			316			0				379			
Crit Moves:		****			****							****			

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TBIT RP

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

Intersection #67 IMPERIAL HWY. @ La CIENEGA BLVD.

Cycle (sec):	100			Critical Vol./Cap. (X):			0.675								
Loss Time (sec):	0 (Y+R = 4 sec)			Average Delay (sec/veh):			xxxxxx								
Optimal Cycle:	70			Level Of Service:			B								
Street Name:	La CIENEGA BLVD.						IMPERIAL HWY.								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R			
Control:	Protected			Protected			Protected			Protected					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	2	0 1	1 1	2	0 1	1 1	2	0 3	0 2	2	0 3	0 2			
Volume Module:															
Base Vol:	78	211	625	351	488	363	208	1093	243	48	425	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	351	488	363	208	1093	243	48	425	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	351	488	363	208	1093	243	48	425	201			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	78	211	625	351	488	363	208	1093	243	48	425	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	386	488	399	229	1093	267	53	425	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	1.65	1.35	2.00	3.00	2.00	2.00	3.00	2.00			
Final Sat.:	2750	1375	2750	2750	2269	1856	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	0.26	0.10	0.02	0.10	0.08			
Crit Vol:			344	193				364		26					
Crit Moves:			****	****				****		****					

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TBIT RP

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

Intersection #68 IMPERIAL HWY @MAIN STREET

Cycle (sec):	100			Critical Vol./Cap. (X):			0.871								
Loss Time (sec):	0 (Y+R = 4 sec)			Average Delay (sec/veh):			xxxxxx								
Optimal Cycle:	144			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	54	0	0	0	999	302	561	894	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	54	0	0	0	999	302	561	894	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	54	0	0	0	999	302	561	894	0			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	230	0	0	54	0	0	0	999	302	561	894	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	54	0	0	0	999	302	561	894	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	0.04	0.00	0.00	0.00	0.35	0.21	0.39	0.31	0.00			
Crit Vol:	127			54			500			561					
Crit Moves:	****			****			****			****					

2010 w/o Project-PM Peak

TBIT RP

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

Intersection #69 IMPERIAL HWY @ PERSHING DR.

Cycle (sec):	100			Critical Vol./Cap. (X):			0.542								
Loss Time (sec):	0 (Y+R = 4 sec)			Average Delay (sec/veh):			xxxxxx								
Optimal Cycle:	41			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			Permitted			Permitted					
Rights:	Include			Include			Include			Ovl					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	0	0 1!	0 0	1	1 0	1 0	2	0 2	0 0	1	0 2	0 1			
Volume Module:															
Base Vol:	4	0	7	803	26	173	140	512	0	4	486	662			
Growth Adj:	1.00	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	803	26	173	140	512	0	4	486	662			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	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	803	26	173	140	512	0	4	486	662			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	4	0	7	803	26	173	140	512	0	4	486	662			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	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	883	26	173	154	512	0	4	486	662			
Saturation Flow Module:															
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425			
Adjustment:	1.00	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	2.00	0.13	0.87	2.00	2.00	0.00	1.00	2.00	1.00			
Final Sat.:	518	0	907	2850	186	1239	2850	2850	0	1425	2850	1425			
Capacity Analysis Module:															
Vol/Sat:	0.01	0.00	0.01	0.31	0.14	0.14	0.05	0.18	0.00	0.00	0.17	0.46			
Crit Vol:			11	442			77				243				
Crit Moves:			****	****			****				****				

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2010 w/o Project-PM Peak
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                                    TBIT RP
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                        Level Of Service Computation Report
                Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #71 IMPERIAL HWY @ SEPULVEDA BL.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        1.307
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 1910  1186   320 1907    40   173  345   183   231  306   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 1910  1186   320 1907    40   173  345   183   231  306   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 1910  1186   320 1907    40   173  345   183   231  306   340
Reduct Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   181 1910  1186   320 1907    40   173  345   183   231  306   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 1910  1186   352 1907    40   190  345   183   254  306   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 5387   113  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 0.07  0.25
Crit Vol:               1186   176              95                       340
Crit Moves:             ****  ****            ****                      ****
********************************************************************************

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2010 w/o Project-PM Peak
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                                    TBIT RP
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                        Level Of Service Computation Report
                Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #73 IMPERIAL HWY @ NASH ST.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.394
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  838    58    61  887     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  838    58    61  887     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  838    58    61  887     0
Reduct Vol:      0    0     0     0    0     0      0    0     0     0    0     0
Reduced Vol:    75    0    97   179  197   199      0  838    58    61  887     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  838    58    67  887     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 3998   277  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                 299          34
Crit Moves:  ****            ****                ****         ****
********************************************************************************

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TBIT RP

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

Intersection #74 IMPERIAL HWY. @ 105 RAMP

Cycle (sec): 100 Critical Vol./Cap. (X): 0.650
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: B

Street Name:	/ 105 RAMP							IMPERIAL HWY.							
Approach:	North Bound				South Bound			East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Permitted				Protected			
Rights:	Ovl				Ovl				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	0	0 2	0	0	0	0 0	0	0	2	1 1	2	0	2	0 0
Volume Module:																
Base Vol:	458	0	538		0	0	0		0	1027	867		247	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:	458	0	538		0	0	0		0	1027	867		247	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:	458	0	538		0	0	0		0	1027	867		247	613	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	458	0	538		0	0	0		0	1027	867		247	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.:	504	0	592		0	0	0		0	1027	954		272	613	0	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	0.00	2.00		0.00	0.00	0.00		0.00	2.07	1.93		2.00	2.00	0.00	
Final Sat.:	2850	0	2850		0	0	0		0	2955	2745		2850	2850	0	
Capacity Analysis Module:																
Vol/Sat:	0.18	0.00	0.21		0.00	0.00	0.00		0.00	0.35	0.35		0.10	0.22	0.00	
Crit Vol:			296			0				495			136			
Crit Moves:			****							****			****			

2010 w/o Project-PM Peak

TBIT RP

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

Intersection #75 IMPERIAL HWY. @ 405 NORTH RAMP

Cycle (sec): 100 Critical Vol./Cap. (X): 0.589
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Street Name:	405 NORTH RAMP							IMPERIAL HWY							
Approach:	North Bound				South Bound			East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Permitted				Permitted			
Rights:	Include				Include				Ignore				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	1!	0 0	0	0	0	0 0	0	0	2	1 1	0	0	2	1 1
Volume Module:																
Base Vol:	240	0	228		0	0	0		0	1780	279		0	432	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:	240	0	228		0	0	0		0	1780	279		0	432	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:	240	0	228		0	0	0		0	1780	0		0	432	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	240	0	228		0	0	0		0	1780	0		0	432	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.:	264	0	228		0	0	0		0	1780	0		0	432	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:	1.07	0.00	0.93		0.00	0.00	0.00		0.00	3.00	1.00		0.00	3.00	1.00	
Final Sat.:	1529	0	1321		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	0.42	0.00		0.00	0.10	0.00	
Crit Vol:	246						0				593			0		
Crit Moves:	****										****			****		

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2010 w/o Project-PM Peak
------------------------------------------------------------------------------
                                  TBIT RP
------------------------------------------------------------------------------
                      Level Of Service Computation Report
              Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #89 La CIENEGA BLVD. @ LENNOX BLVD
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.497
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   893     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  1.00
Initial Bse:     0   618   199   227   893     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  1.00
PHF Adj:     1.00 1.00  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   893     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   893     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  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00 1.00  1.00
Final Vol.:      0   618   199   227   893     1     0     0     0    94     0    73
------------|--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00 1.00  1.00
Lanes:       0.00 1.51  0.49  1.00 2.99  0.01  0.00 0.00  0.00  2.00 0.00 1.00  1.00
Final Sat.:     0 2156   694  1425 4270     5     0     0     0 2850     0 1425
------------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.29  0.29  0.16 0.21  0.21  0.00 0.00  0.00  0.03 0.00 0.05
Crit Vol:         409         227                    0                     73
Crit Moves:      ****        ****                                      ****
******************************************************************************
```

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2010 w/o Project-PM Peak
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                                  TBIT RP
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                      Level Of Service Computation Report
              Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #94 La CIENEGA BLVD. @ 111TH STREET
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.451
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:      107   593     0     0   892   126   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  1.00
Initial Bse:   107   593     0     0   892   126   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  1.00
PHF Adj:     1.00 1.00  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   892   126   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   892   126   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  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  1.00
Final Vol.:    107   593     0     0   892   126   200     0   196     0     0     0
------------|--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00 1.00  1.00
Lanes:       1.00 2.00  0.00  0.00 2.63  0.37  2.00 0.00  1.00  0.00 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:     0.08 0.21  0.00  0.00 0.24  0.24  0.07 0.00  0.14  0.00 0.00 0.00
Crit Vol:     107                339                    196                0
Crit Moves:  ****               ****                   ****
******************************************************************************
```

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2010 w/o Project-PM Peak
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                                  TBIT RP
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                      Level Of Service Computation Report
              Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #96 La CIENEGA BLVD. @ 405 S/B RAPM
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.667
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       56               Level Of Service:                  B
******************************************************************************
Street Name:         La CIENEGA BLVD.                  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  626   109   173  725     0     0    0     0   685    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  626   109   173  725     0     0    0     0   685    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  626   109   173  725     0     0    0     0   685    0   175
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  626   109   173  725     0     0    0     0   685    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  626   120   173  725     0     0    0     0   754    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  2313    0   537
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.22  0.08  0.12 0.25  0.00  0.00 0.00  0.00  0.33 0.00  0.33
Crit Vol:          313         173                    0                    464
Crit Moves:       ****        ****                                        ****
******************************************************************************
```



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2010 w/o Project-PM Peak
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                                  TBIT RP
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                      Level Of Service Computation Report
              Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #97 La CIENEGA BLVD. @ 405 S/B RAMP
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.528
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       48               Level Of Service:                  A
******************************************************************************
Street Name:         La CIENEGA BLVD.                  405 S/B RAMP
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected      Split Phase      Split Phase
Rights:           Include          Include          Include          Ovl
Min. Green:     0    0    0      0    0    0      0    0    0      0    0    0
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  644    35   703  898     5     0    0     0     0    0   495
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  644    35   703  898     5     0    0     0     0    0   495
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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  644    35   703  898     5     0    0     0     0    0   495
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  644    35   703  898     5     0    0     0     0    0   495
PCE Adj:     1.00 1.00  1.00  1.00 1.00  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  644    35   773  898     5     0    0     0     0    0   545
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  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  0.28 0.33  0.33  0.00 0.00  0.00  0.00 0.00  0.20
Crit Vol:          340         387                    0                      0
Crit Moves:       ****        ****                                        ****
******************************************************************************
```

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2010 w/o Project-PM Peak
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                                    TBIT RP
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                        Level Of Service Computation Report
                Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #98 La CIENEGA BLVD. @ 405 S/B RAMP
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.362
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       29               Level Of Service:                  A
********************************************************************************
Street Name:         La CIENEGA BLVD.                  405 S/B RAMP
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|--------------||--------------||--------------||--------------|
Control:          Permitted        Permitted      Split Phase      Split Phase
Rights:             Include          Include          Include          Include
Min. Green:      0     0     0     0     0     0     0     0     0     0     0     0
Lanes:        1  0  2  0  1    1  0  2  1  0    0  0  0  0  1    2  0  0  0  1
-----------|--------------||--------------||--------------||--------------|
Volume Module:
Base Vol:        0   568    72   112   954     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   112   954     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   112   954     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   112   954     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   112   954     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 4257    18     0    0  1425  2850    0  1425
-----------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.20  0.05  0.08 0.22  0.22  0.00 0.00  0.02  0.06 0.00  0.07
Crit Vol:         284         112                        29    91
Crit Moves:      ****        ****                      ****  ****
********************************************************************************
```

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                                    TBIT RP
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                        Level Of Service Computation Report
                Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #101 SEPULVEDA BLVD. @ LA TIJERA BLVD.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.731
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       85               Level Of Service:                  C
********************************************************************************
Street Name:       Sepulveda Boulevard              La Tijera Boulevard
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|--------------||--------------||--------------||--------------|
Control:       Prot+Permit      Prot+Permit      Prot+Permit      Prot+Permit
Rights:            Include          Include          Include          Include
Min. Green:      0     0     0     0     0     0     0     0     0     0     0     0
Lanes:        1  0  3  0  1    1  0  3  0  1    1  0  2  0  1    1  0  1  1  0
-----------|--------------||--------------||--------------||--------------|
Volume Module:
Base Vol:      148 1441   182    66 1227    84    77  481    86   207  393    62
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   148 1441   182    66 1227    84    77  481    86   207  393    62
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    148 1441   182    66 1227    84    77  481    86   207  393    62
Reduct Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   148 1441   182    66 1227    84    77  481    86   207  393    62
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:    148 1441   182    66 1227    84    77  481    86   207  393    62
-----------|--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  1.00  1.00 3.00  1.00  1.00 2.00  1.00  1.00 1.73  0.27
Final Sat.:  1375 4125  1375  1375 4125  1375  1375 2750  1375  1375 2375   375
-----------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:     0.11 0.35  0.13  0.05 0.30  0.06  0.06 0.17  0.06  0.15 0.17  0.17
Crit Vol:     148              409              240         207
Crit Moves:  ****             ****             ****        ****
********************************************************************************
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TBIT RP

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

Intersection #108 SEPULVEDA BLVD. @ LINCOLN BLVD.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.820
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 103 Level Of Service: D

Street Name:	SEPULVEDA BOULEVARD								LINCOLN BOULEVARD							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	4	0	2	1 0	0	0	3	1 0	0	0	0	0 4	0	0	0	0 1
Volume Module:																
Base Vol:	1384	1864	351	0	1675	14	0	0	1328	0	0	6				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	1384	1864	351	0	1675	14	0	0	1328	0	0	6				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	1384	1864	351	0	1675	14	0	0	1328	0	0	6				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	1384	1864	351	0	1675	14	0	0	1328	0	0	6				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00				
Final Vol.:	1522	1864	351	0	1675	14	0	0	1461	0	0	6				
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	4.00	2.52	0.48	0.00	3.97	0.03	0.00	0.00	4.00	0.00	0.00	1.00				
Final Sat.:	5700	3598	677	0	5653	47	0	0	5700	0	0	1425				
Capacity Analysis Module:																
Vol/Sat:	0.27	0.52	0.52	0.00	0.30	0.30	0.00	0.00	0.26	0.00	0.00	0.00				
Crit Vol:	381				422				365	0						
Crit Moves:	****				****				****	****						

2010 w/o Project-PM Peak

TBIT RP

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

Intersection #114 SEPULVEDA BLVD. @ MANCHESTER AVE.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.972
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	Sepulveda Boulevard								Manchester Avenue							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Prot+Permit				Prot+Permit				Protected				Prot+Permit			
Rights:	Ovl				Ovl				Ovl				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	3	0 1	1	0	3	0 1	2	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	111	1440	87		248	1253	272		217	1031	101		93	869	196	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	111	1440	87		248	1253	272		217	1031	101		93	869	196	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	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	1440	87		248	1253	272		217	1031	101		93	869	196	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	111	1440	87		248	1253	272		217	1031	101		93	869	196	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	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.:	111	1440	87		248	1253	272		239	1031	101		93	869	196	
Saturation Flow Module:																
Sat/Lane:	1375	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	1.00		1.00	3.00	1.00		2.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1375	4125	1375		1375	4125	1375		2750	2750	1375		1375	2750	1375	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.35	0.06		0.18	0.30	0.20		0.09	0.37	0.07		0.07	0.32	0.14	
Crit Vol:		480				248				516				93		
Crit Moves:		****				****				****				****		

2010 w/o Project-PM Peak

TBIT RP

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

Intersection #123 WESTCHESTER PARKWAY @ PERSHING DRIVE

Cycle (sec):	100			Critical Vol./Cap. (X):			0.339								
Loss Time (sec):	0 (Y+R = 4 sec)			Average Delay (sec/veh):			xxxxxx								
Optimal Cycle:	28			Level Of Service:			A								
Street Name:	Pershing Drive						Westchester Parkway								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R			
Control:	Permitted			Protected			Permitted			Permitted					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	0	0 2	0 1	1	0 2	0 0	0	0 0	0 0	2	0 0	0 1			
Volume Module:															
Base Vol:	0	569	276	80	497	0	0	0	0	177	0	118			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	0	569	276	80	497	0	0	0	0	177	0	118			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	0	569	276	80	497	0	0	0	0	177	0	118			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	0	569	276	80	497	0	0	0	0	177	0	118			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00			
Final Vol.:	0	569	276	80	497	0	0	0	0	195	0	118			
Saturation Flow Module:															
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00			
Final Sat.:	0	2850	1425	1425	2850	0	0	0	0	2850	0	1425			
Capacity Analysis Module:															
Vol/Sat:	0.00	0.20	0.19	0.06	0.17	0.00	0.00	0.00	0.00	0.07	0.00	0.08			
Crit Vol:		285		80			0					118			
Crit Moves:		****		****								****			

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

Intersection #135 SEPULVEDA BLVD. @ WESTCHESTER PARKWAY

Cycle (sec):	100			Critical Vol./Cap. (X):			0.714								
Loss Time (sec):	0 (Y+R = 4 sec)			Average Delay (sec/veh):			xxxxxx								
Optimal Cycle:	80			Level Of Service:			C								
Street Name:	Sepulveda Boulevard						Westchester Parkway								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R			
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	0 3	0 1	1	0 3	0 1	1	0 1	1 0	1	0 1	1 0			
Volume Module:															
Base Vol:	176	1539	63	139	1397	38	63	204	107	185	324	140			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	176	1539	63	139	1397	38	63	204	107	185	324	140			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	176	1539	63	139	1397	38	63	204	107	185	324	140			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	176	1539	63	139	1397	38	63	204	107	185	324	140			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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.:	176	1539	63	139	1397	38	63	204	107	185	324	140			
Saturation Flow Module:															
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.31	0.69	1.00	1.40	0.60			
Final Sat.:	1375	4125	1375	1375	4125	1375	1375	1804	946	1375	1920	830			
Capacity Analysis Module:															
Vol/Sat:	0.13	0.37	0.05	0.10	0.34	0.03	0.05	0.11	0.11	0.13	0.17	0.17			
Crit Vol:	176			466			156			185					
Crit Moves:	****			****			****			****					

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                      Level Of Service Computation Report
              Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #136 SEPULVEDA @ 76th/77th STREET
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.594
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       35               Level Of Service:                    A
******************************************************************************
Street Name:       Sepulveda Boulevard                76th/77th Street
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|--------------||--------------||--------------||--------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:           Include          Include          Include          Include
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        1  0  3  0  1    1  0  3  0  1    2  0  1  0  1    1  0  1  0  1
-----------|--------------||--------------||--------------||--------------|
Volume Module:
Base Vol:      37 1753   34   114 1928  301   208   56   73    36   59   78
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:   37 1753   34   114 1928  301   208   56   73    36   59   78
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:    37 1753   34   114 1928  301   208   56   73    36   59   78
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:   37 1753   34   114 1928  301   208   56   73    36   59   78
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.10 1.00 1.00  1.00 1.00 1.00
Final Vol.:    37 1753   34   114 1928  301   229   56   73    36   59   78
-----------|--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:    1500 1500 1500  1500 1500 1500  1500 1500 1500  1500 1500 1500
Adjustment:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:       1.00 3.00 1.00  1.00 3.00 1.00  2.00 1.00 1.00  1.00 1.00 1.00
Final Sat.:  1500 4500 1500  1500 4500 1500  3000 1500 1500  1500 1500 1500
-----------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.39 0.02  0.08 0.43 0.20  0.08 0.04 0.05  0.02 0.04 0.05
Crit Vol:          584       114              114                        78
Crit Moves:       ****      ****             ****                      ****
******************************************************************************

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                                  TBIT RP
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                      Level Of Service Computation Report
              Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #137 SEPULVEDA BLVD. @ 79th/80th STREET
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.603
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       36               Level Of Service:                    B
******************************************************************************
Street Name:       Sepulveda Boulevard                79th/80th Street
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|--------------||--------------||--------------||--------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:           Include          Include          Include          Include
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        1  0  2  1  0    1  0  3  0  1    1  0  1  0  1    1  0  0  1  0
-----------|--------------||--------------||--------------||--------------|
Volume Module:
Base Vol:      95 1736   27    62 1758  201   117   91   60    23   78   29
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:   95 1736   27    62 1758  201   117   91   60    23   78   29
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:    95 1736   27    62 1758  201   117   91   60    23   78   29
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:   95 1736   27    62 1758  201   117   91   60    23   78   29
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:    95 1736   27    62 1758  201   117   91   60    23   78   29
-----------|--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:    1500 1500 1500  1500 1500 1500  1500 1500 1500  1500 1500 1500
Adjustment:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:       1.00 2.95 0.05  1.00 3.00 1.00  1.00 1.00 1.00  1.00 0.73 0.27
Final Sat.:  1500 4431   69  1500 4500 1500  1500 1500 1500  1500 1093  407
-----------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:     0.06 0.39 0.39  0.04 0.39 0.13  0.08 0.06 0.04  0.02 0.07 0.07
Crit Vol:          95              586              117                 107
Crit Moves:  ****              ****             ****                ****
******************************************************************************

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TBIT RP

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

Intersection #138 SEPULVEDA BLVD. @ 83rd STREET

Cycle (sec):	100				Critical Vol./Cap. (X):				0.551						
Loss Time (sec):	0	(Y+R =	4	sec)	Average Delay (sec/veh):				xxxxxx						
Optimal Cycle:	32				Level Of Service:				A						

Street Name:	Sepulveda Boulevard						83rd Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	1 0	1	0 2	1 0	0	0 1!	0 0	1	0 0	1 0
Volume Module:												
Base Vol:	68	1737	14	36	1667	74	59	73	37	9	41	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	68	1737	14	36	1667	74	59	73	37	9	41	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	68	1737	14	36	1667	74	59	73	37	9	41	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	1737	14	36	1667	74	59	73	37	9	41	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	68	1737	14	36	1667	74	59	73	37	9	41	26
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.98	0.02	1.00	2.87	0.13	0.35	0.43	0.22	1.00	0.61	0.39
Final Sat.:	1500	4464	36	1500	4309	191	524	648	328	1500	918	582
Capacity Analysis Module:												
Vol/Sat:	0.05	0.39	0.39	0.02	0.39	0.39	0.11	0.11	0.11	0.01	0.04	0.04
Crit Vol:	68				580			169		9		
Crit Moves:	****				****			****		****		

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TBIT RP

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

Intersection #1000 La CIENEGA BLVD. @ 104 TH STREET

Cycle (sec):	100				Critical Vol./Cap. (X):				0.443						
Loss Time (sec):	0	(Y+R =	4	sec)	Average Delay (sec/veh):				xxxxxx						
Optimal Cycle:	33				Level Of Service:				A						

Street Name:	La CIENEGA BLVD.						104 TH STREET					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	1 0	1	0 2	1 0	1	0 1	0 1	0	0 1	0 0
Volume Module:												
Base Vol:	105	551	22	22	825	21	118	9	244	0	1	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	551	22	22	825	21	118	9	244	0	1	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	551	22	22	825	21	118	9	244	0	1	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	551	22	22	825	21	118	9	244	0	1	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	551	22	22	825	21	118	9	244	0	1	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	4169	106	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	0.01	0.17	0.00	0.00	0.00
Crit Vol:	105				282				244	0		
Crit Moves:	****				****				****	****		

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2010 w/ Project-Scenario 3 AM Peak

TBIT RP

Scenario Report

Scenario:	2010 w/ Project-Scenario 3 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

2010 w/ Project-Scenario 3 AM Peak

TBIT RP

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

Intersection #14 AVIATION BLVD. @ CENTURY BLVD.

Cycle (sec):	100			Critical Vol./Cap. (X):			0.592								
Loss Time (sec):	0 (Y+R = 4 sec)			Average Delay (sec/veh):			xxxxxx								
Optimal Cycle:	56			Level Of Service:			A								
Street Name:	AVIATION BLVD.									CENTURY BLVD.					
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R			
Control:	Protected			Protected			Protected			Protected					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	2 0	1 1	0	2 0	2 0	1	1 0	3 1	0	1 0	3 1	0			
Volume Module:															
Base Vol:	503	446	35	50	252	99	75	735	228	63	1251	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:	503	446	35	50	252	99	75	735	228	63	1251	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:	503	446	35	50	252	99	75	735	228	63	1251	97			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	503	446	35	50	252	99	75	735	228	63	1251	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.:	553	446	35	55	252	99	75	735	228	63	1251	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	3.05	0.95	1.00	3.71	0.29			
Final Sat.:	2750	2550	200	2750	2750	1375	1375	4198	1302	1375	5104	396			
Capacity Analysis Module:															
Vol/Sat:	0.20	0.17	0.17	0.02	0.09	0.07	0.05	0.18	0.18	0.05	0.25	0.25			
Crit Vol:	277				126		75				337				
Crit Moves:	****				****		****				****				

2010 w/ Project-Scenario 3 AM Peak

TBIT RP

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

Intersection #16 IMPERIAL HWY. @ AVIATION BL.

Cycle (sec):	100			Critical Vol./Cap. (X):			0.687								
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:	177	422	94	135	228	126	104	198	62	228	819	677			
Growth Adj:	1.00	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	422	94	135	228	126	104	198	62	228	819	677			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	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	422	94	135	228	126	104	198	62	228	819	677			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	177	422	94	135	228	126	104	198	62	228	819	677			
PCE Adj:	1.00	1.00	1.00	1.00	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.:	195	422	94	149	228	139	114	198	62	251	819	677			
Saturation Flow Module:															
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375			
Adjustment:	1.00	1.00	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	1.87	1.13	2.00	2.28	0.72	2.00	3.00	1.00			
Final Sat.:	2750	2750	1375	2750	2565	1560	2750	3141	984	2750	4125	1375			
Capacity Analysis Module:															
Vol/Sat:	0.07	0.15	0.07	0.05	0.09	0.09	0.04	0.06	0.06	0.09	0.20	0.49			
Crit Vol:	211			0			57					677			
Crit Moves:	****			****			****					****			

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2010 w/ Project-Scenario 3 AM Peak

TBIT RP

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

Intersection #19 AVIATION BLVD. @ 111TH

Cycle (sec):	100			Critical Vol./Cap. (X):			0.494								
Loss Time (sec):	0 (Y+R = 4 sec)			Average Delay (sec/veh):			xxxxxx								
Optimal Cycle:	45			Level Of Service:			A								
Street Name:	AVIATION BLVD.						111TH STREET								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R			
Control:	Protected			Protected			Protected			Protected					
Rights:	Ovl			Include			Include			Ovl					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 0	1 0	1	0 1	1 0			
Volume Module:															
Base Vol:	22	992	92	76	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	992	92	76	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	992	92	76	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	992	92	76	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	992	92	76	557	42	27	13	22	26	26	67			
Saturation Flow Module:															
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	1.00	1.83	0.17	1.00	1.86	0.14	1.00	0.37	0.63	1.00	1.00	1.00			
Final Sat.:	1375	2517	233	1375	2557	193	1375	511	864	1375	1375	1375			
Capacity Analysis Module:															
Vol/Sat:	0.02	0.39	0.39	0.06	0.22	0.22	0.02	0.03	0.03	0.02	0.02	0.05			
Crit Vol:	542			76			35			26					
Crit Moves:	****			****			****			****					

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2010 w/ Project-Scenario 3 AM Peak
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                                    TBIT RP
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                        Level Of Service Computation Report
                Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #36 La CIENEGA BLVD. @ CENTURY BLVD
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.486
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  324   421    68  436   274   223  970   379
Growth Adj:  1.00 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  324   421    68  436   274   223  970   379
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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  324   421    68  436   274   223  970   379
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  115  274   141    70  324   421    68  436   274   223  970   379
PCE Adj:     1.00 1.00  1.00  1.00 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  324   463    68  436   274   223  970   379
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  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  0.16 0.24  0.28
Crit Vol:     115              162              68               323
Crit Moves:  ****             ****             ****             ****
********************************************************************************

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2010 w/ Project-Scenario 3 AM Peak
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                                    TBIT RP
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                        Level Of Service Computation Report
                Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #39 CENTURY BLVD. @ 405 N/B RAMP
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.546
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       32               Level Of Service:                    A
********************************************************************************
Street Name:         405 NORTH OFF RAMP                CENTURY BLVD
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Permitted        Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:     0    0    0      0    0    0      0    0    0      0    0    0
Lanes:        2  0  0  0  1    0  0  0  0  1    1  0  2  1  1    0  0  2  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     717    0   110     0    0   25     7  364   261     0 1170     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:  717    0   110     0    0   25     7  364   261     0 1170     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:   717    0   110     0    0   25     7  364   261     0 1170     7
Reduct Vol:     0    0     0     0    0    0     0    0     0     0    0     0
Reduced Vol:  717    0   110     0    0   25     7  364   261     0 1170     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.:   789    0   110     0    0   25     7  364   287     0 1170     7
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 0.00  1.00  0.00 0.00  1.00  1.00 2.24  1.76  0.00 2.98  0.02
Final Sat.:  3000    0  1500     0    0  1500  1500 3354  2646     0 4473    27
------------|---------------||---------------||---------------||---------------|
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:     394                          25     7                392
Crit Moves:  ****                         ****  ****              ****
********************************************************************************

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2010 w/ Project-Scenario 3 AM Peak
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                                    TBIT RP
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                        Level Of Service Computation Report
                Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #47 IMPERIAL HWY. @ DOUGLAS ST.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.288
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       32               Level Of Service:                    A
********************************************************************************
Street Name:          DOUGLAS STREET                  IMPERIAL HWY.
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Split Phase      Split Phase      Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:      0    0    0      0    0    0      0    0    0      0    0    0
Lanes:        1  0  1  0  2    1  0  1! 0  1    1  0  2  1  0    2  0  2  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       45    9   58     13    3   12     20  329   60     77  913   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:    45    9   58     13    3   12     20  329   60     77  913   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:     45    9   58     13    3   12     20  329   60     77  913   48
Reduct Vol:      0    0    0      0    0    0      0    0    0      0    0    0
Reduced Vol:    45    9   58     13    3   12     20  329   60     77  913   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.:     45    9   64     14    3   13     20  329   60     85  913   48
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:     1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  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 2.85  0.15
Final Sat.:  1375 1375  2750  1934  406  1785  1375 3489   636  2750 3919   206
------------|---------------||---------------||---------------||---------------|
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 0.23  0.23
Crit Vol:       45                  10                 20                  320
Crit Moves:  ****                ****               ****                ****
********************************************************************************

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2010 w/ Project-Scenario 3 AM Peak
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                                    TBIT RP
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                        Level Of Service Computation Report
                Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #65 SEPULVEDA @ H. HUGHES PARKWAY
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.339
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       22               Level Of Service:                    A
********************************************************************************
Street Name:       Sepulveda Boulevard              H. Hughes Parkway
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted        Permitted        Permitted
Rights:           Ignore           Include          Include          Include
Min. Green:      0    0    0      0    0    0      0    0    0      0    0    0
Lanes:        0  0  4  0  1    2  0  3  0  0    0  0  0  0  0    3  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0 1168   562     95  438     0      0    0    0      376    0   164
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00 1.00  1.00 1.00  1.00
Initial Bse:    0 1168   562     95  438     0      0    0    0      376    0   164
User Adj:    1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00 1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00 1.00  1.00 1.00  1.00
PHF Volume:     0 1168     0     95  438     0      0    0    0      376    0   164
Reduct Vol:     0    0     0      0    0     0      0    0    0        0    0     0
Reduced Vol:    0 1168     0     95  438     0      0    0    0      376    0   164
PCE Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00 1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  0.00  1.10 1.00  1.00  1.00 1.00 1.00  1.10 1.00  1.00
Final Vol.:     0 1168     0    104  438     0      0    0    0      414    0   164
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 4.00  1.00  2.00 3.00  0.00  0.00 0.00  0.00  3.00 0.00  1.00
Final Sat.:     0 6000  1500  3000 4500     0      0    0    0     4500    0  1500
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.19  0.00  0.03 0.10  0.00  0.00 0.00  0.00  0.09 0.00  0.11
Crit Vol:         292           52                 0                  164
Crit Moves:      ****         ****                                  ****
********************************************************************************

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2010 w/ Project-Scenario 3 AM Peak
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                                    TBIT RP
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                        Level Of Service Computation Report
                Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #67 IMPERIAL HWY. @ La CIENEGA BLVD.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.336
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.                  IMPERIAL HWY.
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Protected        Protected        Protected        Protected
Rights:            Include          Include          Include          Include
Min. Green:      0    0    0      0    0    0      0    0    0      0    0    0
Lanes:         2  0  1  1  1    2  0  1  1  1    2  0  3  0  2    2  0  3  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       61  138   86     44  119  216    166  127  141     43  656  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  216    166  127  141     43  656  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  216    166  127  141     43  656  309
Reduct Vol:      0    0    0      0    0    0      0    0    0      0    0    0
Reduced Vol:    61  138   86     44  119  216    166  127  141     43  656  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  238    183  127  155     47  656  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 1377  2748  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 0.16  0.12
Crit Vol:      34                119             91                 219
Crit Moves:  ****              ****            ****               ****
********************************************************************************
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2010 w/ Project-Scenario 3 AM Peak
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                                    TBIT RP
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                        Level Of Service Computation Report
                Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #68 IMPERIAL HWY @MAIN STREET
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.512
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:      218    0  480      2    0    0      0  693   95    261 1211   56
Growth Adj:  1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Initial Bse:   218    0  480      2    0    0      0  693   95    261 1211   56
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:    218    0    0      2    0    0      0  693   95    261 1211   56
Reduct Vol:      0    0    0      0    0    0      0    0    0      0    0    0
Reduced Vol:   218    0    0      2    0    0      0  693   95    261 1211   56
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.:    240    0    0      2    0    0      0  693   95    261 1211   56
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:     1425 1425 1425   1425 1425 1425   1425 1425 1425   1425 1425 1425
Adjustment:   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Lanes:        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 0.42 0.04
Crit Vol:     120               2                347              261
Crit Moves:  ****              ****              ****             ****
********************************************************************************
```

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```
2010 w/ Project-Scenario 3 AM Peak
--------------------------------------------------------------------------------
                                    TBIT RP
--------------------------------------------------------------------------------
                        Level Of Service Computation Report
                Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #69 IMPERIAL HWY @ PERSHING DR.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.852
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180               Level Of Service:                 D
********************************************************************************
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       Permitted        Permitted
Rights:            Include          Include          Include          Ovl
Min. Green:      0     0     0      0     0     0      0     0     0      0     0     0
Lanes:         0  0  1! 0  0     1  1  0  1  0     2  0  1  1  0     0  1  1  0  1
-----------|--------------||--------------||--------------||--------------|
Volume Module:
Base Vol:        1     0     1    564     2    43    138   250     4      8   259  1136
Growth Adj:   1.00  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    564     2    43    138   250     4      8   259  1136
User Adj:     1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00   1.00  1.00  1.00
PHF Adj:      1.00  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    564     2    43    138   250     4      8   259  1136
Reduct Vol:      0     0     0      0     0     0      0     0     0      0     0     0
Reduced Vol:     1     0     1    564     2    43    138   250     4      8   259  1136
PCE Adj:      1.00  1.00  1.00  1.00  1.00  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    620     2    43    152   250     4      8   259  1136
-----------|--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:     1425  1425  1425  1425  1425  1425  1425  1425  1425   1425  1425  1425
Adjustment:   1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00   1.00  1.00  1.00
Lanes:        0.50  0.00  0.50  2.00  0.04  0.96  2.00  1.97  0.03   0.06  1.94  1.00
Final Sat.:    713     0   713  2850    63  1362  2850  2805    45     85  2765  1425
-----------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:      0.00  0.00  0.00  0.22  0.03  0.03  0.05  0.09  0.09   0.09  0.09  0.80
Crit Vol:                    2     0              76                          1136
Crit Moves:                ****  ****           ****                        ****
********************************************************************************
```



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2010 w/ Project-Scenario 3 AM Peak
--------------------------------------------------------------------------------
                                    TBIT RP
--------------------------------------------------------------------------------
                        Level Of Service Computation Report
                Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #71 IMPERIAL HWY @ SEPULVEDA BL.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.614
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       59               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  1075   498   153  1384    24   130   213    98    157   338   190
Growth Adj:   1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00   1.00  1.00  1.00
Initial Bse:    76  1075   498   153  1384    24   130   213    98    157   338   190
User Adj:     1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00   1.00  1.00  1.00
PHF Adj:      1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00   1.00  1.00  1.00
PHF Volume:     76  1075   498   153  1384    24   130   213    98    157   338   190
Reduct Vol:      0     0     0     0     0     0     0     0     0      0     0     0
Reduced Vol:    76  1075   498   153  1384    24   130   213    98    157   338   190
PCE Adj:      1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00   1.00  1.00  1.00
MLF Adj:      1.00  1.00  1.00  1.10  1.00  1.00  1.10  1.00  1.00   1.10  1.00  1.00
Final Vol.:     76  1075   498   168  1384    24   143   213    98    173   338   190
-----------|--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:     1375  1375  1375  1375  1375  1375  1375  1375  1375   1375  1375  1375
Adjustment:   1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00   1.00  1.00  1.00
Lanes:        1.00  3.00  1.00  2.00  3.93  0.07  2.00  3.00  1.00   2.00  3.00  1.00
Final Sat.:   1375  4125  1375  2750  5406    94  2750  4125  1375   2750  4125  1375
-----------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:      0.06  0.26  0.36  0.06  0.26  0.26  0.05  0.05  0.07   0.06  0.08  0.14
Crit Vol:                  498    84              72                          190
Crit Moves:               ****  ****           ****                        ****
********************************************************************************
```

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2010 w/ Project-Scenario 3 AM Peak
------------------------------------------------------------------------------
                                  TBIT RP
------------------------------------------------------------------------------
                      Level Of Service Computation Report
              Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #73 IMPERIAL HWY @ NASH ST.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.605
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       47               Level Of Service:                  B
******************************************************************************
Street Name:  FWY 105 OFF RAMP/ NASH STREET            IMPERIAL HWY.
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|--------------||--------------||--------------||--------------|
Control:       Split Phase      Split Phase       Permitted       Protected
Rights:            Include          Include          Include          Include
Min. Green:      0     0     0      0     0     0      0     0     0      0     0     0
Lanes:         1  0  0  0  2     1  1  0  1  1     0  0  2  1  0     2  0  3  0  0
------------|--------------||--------------||--------------||--------------|
Volume Module:
Base Vol:        7     0    16    222   787   385      0   396    67    151   812     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   385      0   396    67    151   812     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   385      0   396    67    151   812     0
Reduct Vol:      0     0     0      0     0     0      0     0     0      0     0     0
Reduced Vol:     7     0    16    222   787   385      0   396    67    151   812     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   424      0   396    67    166   812     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  2.57  0.43   2.00  3.00  0.00
Final Sat.:   1425     0  2850  1425  2623  1652      0  3656   619   2850  4275     0
------------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:      0.00  0.00  0.01  0.17  0.30  0.26   0.00  0.11  0.11   0.06  0.19  0.00
Crit Vol:                    9        428              154              271
Crit Moves:                ****       ****            ****             ****
******************************************************************************
```



```
2010 w/ Project-Scenario 3 AM Peak
------------------------------------------------------------------------------
                                  TBIT RP
------------------------------------------------------------------------------
                      Level Of Service Computation Report
              Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #74 IMPERIAL HWY. @  105 RAMP
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.708
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       64               Level Of Service:                  C
******************************************************************************
Street Name:            / 105 RAMP                 IMPERIAL HWY.
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|--------------||--------------||--------------||--------------|
Control:       Split Phase      Split Phase       Permitted       Protected
Rights:            Ovl              Ovl              Include          Include
Min. Green:      0     0     0      0     0     0      0     0     0      0     0     0
Lanes:         2  0  0  0  2     0  0  0  0  0     0  0  2  1  1     2  0  2  0  0
------------|--------------||--------------||--------------||--------------|
Volume Module:
Base Vol:      830     0   350      0     0     0      0   179   275     54   927     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:   830     0   350      0     0     0      0   179   275     54   927     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:    830     0   350      0     0     0      0   179   275     54   927     0
Reduct Vol:      0     0     0      0     0     0      0     0     0      0     0     0
Reduced Vol:   830     0   350      0     0     0      0   179   275     54   927     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.:    913     0   385      0     0     0      0   179   303     59   927     0
------------|--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:     1425  1425  1425  1425  1425  1425   1425  1425  1425   1425  1425  1425
Adjustment:   1.00  1.00  1.00  1.00  1.00  1.00   1.00  1.00  1.00   1.00  1.00  1.00
Lanes:        2.00  0.00  2.00  0.00  0.00  0.00   0.00  2.00  2.00   2.00  2.00  0.00
Final Sat.:   2850     0  2850     0     0     0      0  2850  2850   2850  2850     0
------------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:      0.32  0.00  0.14  0.00  0.00  0.00   0.00  0.06  0.11   0.02  0.33  0.00
Crit Vol:      457                          0               89               464
Crit Moves:  ****                                         ****             ****
******************************************************************************
```

```
2010 w/ Project-Scenario 3 AM Peak
-----------------------------------------------------------------------------
                                  TBIT RP
-----------------------------------------------------------------------------
                    Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
*****************************************************************************
Intersection #75 IMPERIAL HWY. @ 405 NORTH RAMP
*****************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):         0.338
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       28               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:     350    0    43     0    0     0     0  186    49     0  801   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:  350    0    43     0    0     0     0  186    49     0  801   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:   350    0    43     0    0     0     0  186     0     0  801     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  350    0    43     0    0     0     0  186     0     0  801     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.:   385    0    43     0    0     0     0  186     0     0  801     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.80 0.00  0.20  0.00 0.00  0.00  0.00 3.00  1.00  0.00 3.00  1.00
Final Sat.:  2564    0   286     0    0     0     0 4275  1425     0 4275  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.15 0.00  0.15  0.00 0.00  0.00  0.00 0.04  0.00  0.00 0.19  0.00
Crit Vol:     214                    0           0                     267
Crit Moves:  ****                             ****                    ****
*****************************************************************************
```

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2010 w/ Project-Scenario 3 AM Peak
-----------------------------------------------------------------------------
                                  TBIT RP
-----------------------------------------------------------------------------
                    Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
*****************************************************************************
Intersection #89 La CIENEGA BLVD. @ LENNOX BLVD
*****************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):         0.306
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  313     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  313     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  313     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  313     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  313     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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2010 w/ Project-Scenario 3 AM Peak

TBIT RP

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

Intersection #94 La CIENEGA BLVD. @ 111TH STREET

Cycle (sec):	100				Critical Vol./Cap. (X):				0.310						
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.								/ 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:	262	404	0	0	286	110	62	0	48	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:	262	404	0	0	286	110	62	0	48	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:	262	404	0	0	286	110	62	0	48	0	0	0			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	262	404	0	0	286	110	62	0	48	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.:	262	404	0	0	286	110	68	0	48	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	2.17	0.83	2.00	0.00	1.00	0.00	0.00	0.00			
Final Sat.:	1425	2850	0	0	3088	1188	2850	0	1425	0	0	0			
Capacity Analysis Module:															
Vol/Sat:	0.18	0.14	0.00	0.00	0.09	0.09	0.02	0.00	0.03	0.00	0.00	0.00			
Crit Vol:	262				132				48			0			
Crit Moves:	****				****				****						

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2010 w/ Project-Scenario 3 AM Peak

TBIT RP

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

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

Cycle (sec):	100				Critical Vol./Cap. (X):				0.574						
Loss Time (sec):	0 (Y+R = 4 sec)				Average Delay (sec/veh):				xxxxxx						
Optimal Cycle:	44				Level Of Service:				A						
Street Name:	La CIENEGA BLVD.								405 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:	Ov1				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	134	294	0	0	0	0	650	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	134	294	0	0	0	0	650	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	134	294	0	0	0	0	650	0	46			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	0	607	78	134	294	0	0	0	0	650	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	134	294	0	0	0	0	715	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	1.88	0.00	0.12			
Final Sat.:	0	2850	1425	1425	2850	0	0	0	0	2678	0	172			
Capacity Analysis Module:															
Vol/Sat:	0.00	0.21	0.06	0.09	0.10	0.00	0.00	0.00	0.00	0.27	0.00	0.27			
Crit Vol:		304		134				0				381			
Crit Moves:		****		****								****			

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2010 w/ Project-Scenario 3 AM Peak
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                                    TBIT RP
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                        Level Of Service Computation Report
                Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #97 La CIENEGA BLVD. @ 405 S/B RAMP
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.320
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  462    23   358  418     7     0    0     1     0    0   156
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00 1.00
Initial Bse:     0  462    23   358  418     7     0    0     1     0    0   156
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00 1.00
PHF Adj:     1.00 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  462    23   358  418     7     0    0     1     0    0   156
Reduct Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:     0  462    23   358  418     7     0    0     1     0    0   156
PCE Adj:     1.00 1.00  1.00  1.00 1.00  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  462    23   394  418     7     0    0     1     0    0   172
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375 1375
Adjustment:  1.00 1.00  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 2705    45     0    0  1375     0    0 2750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.18  0.18  0.14 0.15  0.15  0.00 0.00  0.00  0.00 0.00  0.06
Crit Vol:         242         197                          1                 0
Crit Moves:      ****        ****                       ****              ****
********************************************************************************
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2010 w/ Project-Scenario 3 AM Peak
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                                    TBIT RP
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                        Level Of Service Computation Report
                Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #98 La CIENEGA BLVD. @ 405 S/B RAMP
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.252
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        Permitted       Split Phase      Split Phase
Rights:          Include          Include          Include          Include
Min. Green:      0    0    0      0    0    0      0    0    0      0    0    0
Lanes:        1  0  2  0  1    1  0  2  1  0    0  0  1! 0  0    2  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:        0  486    80    51  279     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  279     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  279     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  279     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  279     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 4215    60   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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2010 w/ Project-Scenario 3 AM Peak
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                                    TBIT RP
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                        Level Of Service Computation Report
                Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #101 SEPULVEDA BLVD. @ LA TIJERA BLVD.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.445
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       41               Level Of Service:                    A
********************************************************************************
Street Name:       Sepulveda Boulevard              La Tijera Boulevard
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|--------------||--------------||--------------||--------------|
Control:       Prot+Permit      Prot+Permit      Prot+Permit      Prot+Permit
Rights:            Include          Include          Include          Include
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        1  0  3  0  1    1  0  3  0  1    1  0  2  0  1    1  0  1  1  0
------------|--------------||--------------||--------------||--------------|
Volume Module:
Base Vol:      78 1051   83    23  738  104    39  220   39   129  142   16
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:   78 1051   83    23  738  104    39  220   39   129  142   16
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:    78 1051   83    23  738  104    39  220   39   129  142   16
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:   78 1051   83    23  738  104    39  220   39   129  142   16
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:    78 1051   83    23  738  104    39  220   39   129  142   16
------------|--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:    1375 1375 1375  1375 1375 1375  1375 1375 1375  1375 1375 1375
Adjustment:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:       1.00 3.00 1.00  1.00 3.00 1.00  1.00 2.00 1.00  1.00 1.80 0.20
Final Sat.:  1375 4125 1375  1375 4125 1375  1375 2750 1375  1375 2472  278
------------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:     0.06 0.25 0.06  0.02 0.18 0.08  0.03 0.08 0.03  0.09 0.06 0.06
Crit Vol:         350         23              110         129
Crit Moves:      ****        ****            ****        ****
********************************************************************************
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2010 w/ Project-Scenario 3 AM Peak
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                                    TBIT RP
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                        Level Of Service Computation Report
                Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #108 SEPULVEDA BLVD. @ LINCOLN BLVD.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.499
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       55               Level Of Service:                    A
********************************************************************************
Street Name:       SEPULVEDA BOULEVARD              LINCOLN BOULEVARD
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|--------------||--------------||--------------||--------------|
Control:       Protected        Permitted        Permitted        Permitted
Rights:            Include          Include          Include          Include
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        4  0  2  1  0    0  0  3  1  0    0  0  0  0  4    0  0  0  0  1
------------|--------------||--------------||--------------||--------------|
Volume Module:
Base Vol:    920 1325  215     0  916    2     0    0  721     0    0    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: 920 1325  215     0  916    2     0    0  721     0    0    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:  920 1325  215     0  916    2     0    0  721     0    0    1
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol: 920 1325  215     0  916    2     0    0  721     0    0    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:     1.10 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.10  1.00 1.00 1.00
Final Vol.: 1012 1325  215     0  916    2     0    0  793     0    0    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:       4.00 2.58 0.42  0.00 3.99 0.01  0.00 0.00 4.00  0.00 0.00 1.00
Final Sat.:  5700 3678  597     0 5688   12     0    0 5700     0    0 1425
------------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:     0.18 0.36 0.36  0.00 0.16 0.16  0.00 0.00 0.14  0.00 0.00 0.00
Crit Vol:         513         229              198    0
Crit Moves:      ****                         ****  ****
********************************************************************************
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2010 w/ Project-Scenario 3 AM Peak

TBIT RP

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

Intersection #114 SEPULVEDA BLVD. @ MANCHESTER AVE.

Cycle (sec):	100			Critical Vol./Cap. (X):			0.585										
Loss Time (sec):	0 (Y+R = 4 sec)			Average Delay (sec/veh):			xxxxxx										
Optimal Cycle:	55			Level Of Service:			A										
Street Name:	Sepulveda Boulevard									Manchester Avenue							
Approach:	North Bound			South Bound			East Bound			West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Prot+Permit			Prot+Permit			Protected			Prot+Permit							
Rights:	Include			Include			Include			Include							
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0					
Lanes:	1	0	3	0	1	1	0	3	0	1	2	0	2	0	1	1	0	2	0	1
Volume Module:																	
Base Vol:	66	1055		39		85	825		74		80	355		43		55	647		272	
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Initial Bse:	66	1055		39		85	825		74		80	355		43		55	647		272	
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Volume:	66	1055		39		85	825		74		80	355		43		55	647		272	
Reduct Vol:	0	0		0		0	0		0		0	0		0		0	0		0	
Reduced Vol:	66	1055		39		85	825		74		80	355		43		55	647		272	
PCE Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
MLF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.10	1.00		1.00		1.00	1.00		1.00	
Final Vol.:	66	1055		39		85	825		74		88	355		43		55	647		272	
Saturation Flow Module:																	
Sat/Lane:	1375	1375		1375		1375	1375		1375		1375	1375		1375		1375	1375		1375	
Adjustment:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Lanes:	1.00	3.00		1.00		1.00	3.00		1.00		2.00	2.00		1.00		1.00	2.00		1.00	
Final Sat.:	1375	4125		1375		1375	4125		1375		2750	2750		1375		1375	2750		1375	
Capacity Analysis Module:																	
Vol/Sat:	0.05	0.26		0.03		0.06	0.20		0.05		0.03	0.13		0.03		0.04	0.24		0.20	
Crit Vol:		352					85					44					324			
Crit Moves:		****					****					****					****			

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TBIT RP

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

Intersection #123 WESTCHESTER PARKWAY @ PERSHING DRIVE

Cycle (sec):	100			Critical Vol./Cap. (X):			0.499										
Loss Time (sec):	0 (Y+R = 4 sec)			Average Delay (sec/veh):			xxxxxx										
Optimal Cycle:	37			Level Of Service:			A										
Street Name:	Pershing Drive									Westchester Parkway							
Approach:	North Bound			South Bound			East Bound			West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Permitted			Protected			Permitted			Permitted							
Rights:	Include			Include			Include			Include							
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0					
Lanes:	0	0	2	0	1	1	0	2	0	0	0	0	0	0	0	2	0	0	0	1
Volume Module:																	
Base Vol:	0	662		588		24	239		0		0	0		0		180	0		27	
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Initial Bse:	0	662		588		24	239		0		0	0		0		180	0		27	
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Volume:	0	662		588		24	239		0		0	0		0		180	0		27	
Reduct Vol:	0	0		0		0	0		0		0	0		0		0	0		0	
Reduced Vol:	0	662		588		24	239		0		0	0		0		180	0		27	
PCE Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
MLF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.10	1.00		1.00	
Final Vol.:	0	662		588		24	239		0		0	0		0		198	0		27	
Saturation Flow Module:																	
Sat/Lane:	1425	1425		1425		1425	1425		1425		1425	1425		1425		1425	1425		1425	
Adjustment:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Lanes:	0.00	2.00		1.00		1.00	2.00		0.00		0.00	0.00		0.00		2.00	0.00		1.00	
Final Sat.:	0	2850		1425		1425	2850		0		0	0		0		2850	0		1425	
Capacity Analysis Module:																	
Vol/Sat:	0.00	0.23		0.41		0.02	0.08		0.00		0.00	0.00		0.00		0.07	0.00		0.02	
Crit Vol:				588		24								0		99				
Crit Moves:				****		****										****				

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2010 w/ Project-Scenario 3 AM Peak

TBIT RP

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

Intersection #135 SEPULVEDA BLVD. @ WESTCHESTER PARKWAY

Cycle (sec):	100			Critical Vol./Cap. (X):			0.421									
Loss Time (sec):	0 (Y+R = 4 sec)			Average Delay (sec/veh):			xxxxxx									
Optimal Cycle:	39			Level Of Service:			A									
Street Name:	Sepulveda Boulevard									Westchester Parkway						
Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit						
Rights:	Include			Include			Include			Include						
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0				
Lanes:	1	0	3	0	1	1	0	3	0	1	1	0	1	1	0	1	0	1	1	0
Volume Module:																
Base Vol:	98	1048		28		66	828		124		25	118		39		70	184		94	
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Initial Bse:	98	1048		28		66	828		124		25	118		39		70	184		94	
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Volume:	98	1048		28		66	828		124		25	118		39		70	184		94	
Reduct Vol:	0	0		0		0	0		0		0	0		0		0	0		0	
Reduced Vol:	98	1048		28		66	828		124		25	118		39		70	184		94	
PCE Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		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.:	98	1048		28		66	828		124		25	118		39		70	184		94	
Saturation Flow Module:																
Sat/Lane:	1375	1375		1375		1375	1375		1375		1375	1375		1375		1375	1375		1375	
Adjustment:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Lanes:	1.00	3.00		1.00		1.00	3.00		1.00		1.00	1.50		0.50		1.00	1.32		0.68	
Final Sat.:	1375	4125		1375		1375	4125		1375		1375	2067		683		1375	1820		930	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.25		0.02		0.05	0.20		0.09		0.02	0.06		0.06		0.05	0.10		0.10	
Crit Vol:		349					66					25					139			
Crit Moves:		****					****					****					****			

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2010 w/ Project-Scenario 3 AM Peak

TBIT RP

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

Intersection #136 SEPULVEDA @ 76th/77th STREET

Cycle (sec):	100			Critical Vol./Cap. (X):			0.601									
Loss Time (sec):	0 (Y+R = 4 sec)			Average Delay (sec/veh):			xxxxxx									
Optimal Cycle:	36			Level Of Service:			B									
Street Name:	Sepulveda Boulevard									76th/77th Street						
Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Permitted			Permitted			Permitted			Permitted						
Rights:	Include			Include			Include			Include						
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0				
Lanes:	1	0	3	0	1	1	0	3	0	1	2	0	1	0	1	1	0	1	0	1
Volume Module:																
Base Vol:	17	1454		10		21	911		74		400	28		31		13	22		176	
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Initial Bse:	17	1454		10		21	911		74		400	28		31		13	22		176	
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Volume:	17	1454		10		21	911		74		400	28		31		13	22		176	
Reduct Vol:	0	0		0		0	0		0		0	0		0		0	0		0	
Reduced Vol:	17	1454		10		21	911		74		400	28		31		13	22		176	
PCE Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
MLF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.10	1.00		1.00		1.00	1.00		1.00	
Final Vol.:	17	1454		10		21	911		74		440	28		31		13	22		176	
Saturation Flow Module:																
Sat/Lane:	1500	1500		1500		1500	1500		1500		1500	1500		1500		1500	1500		1500	
Adjustment:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Lanes:	1.00	3.00		1.00		1.00	3.00		1.00		2.00	1.00		1.00		1.00	1.00		1.00	
Final Sat.:	1500	4500		1500		1500	4500		1500		3000	1500		1500		1500	1500		1500	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.32		0.01		0.01	0.20		0.05		0.15	0.02		0.02		0.01	0.01		0.12	
Crit Vol:		485					21					220								176
Crit Moves:		****					****					****								****

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TBIT RP

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

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

Cycle (sec):	100			Critical Vol./Cap. (X):			0.511								
Loss Time (sec):	0 (Y+R = 4 sec)			Average Delay (sec/veh):			xxxxxx								
Optimal Cycle:	29			Level Of Service:			A								
Street Name:	Sepulveda Boulevard							79th/80th Street							
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R			
Control:	Permitted			Permitted			Permitted			Permitted					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	0 2	1 0	1	0 3	0 1	1	0 1	0 1	1	0 0	1 0			
Volume Module:															
Base Vol:	60	1445	7	18	884	77	77	56	41	9	115	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:	60	1445	7	18	884	77	77	56	41	9	115	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:	60	1445	7	18	884	77	77	56	41	9	115	73			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	60	1445	7	18	884	77	77	56	41	9	115	73			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Final Vol.:	60	1445	7	18	884	77	77	56	41	9	115	73			
Saturation Flow Module:															
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	1.00	2.99	0.01	1.00	3.00	1.00	1.00	1.00	1.00	1.00	0.61	0.39			
Final Sat.:	1500	4478	22	1500	4500	1500	1500	1500	1500	1500	918	582			
Capacity Analysis Module:															
Vol/Sat:	0.04	0.32	0.32	0.01	0.20	0.05	0.05	0.04	0.03	0.01	0.13	0.13			
Crit Vol:		484			18			77			188				
Crit Moves:		****			****			****			***				

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2010 w/ Project-Scenario 3 AM Peak

TBIT RP

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

Intersection #138 SEPULVEDA BLVD. @ 83rd STREET

Cycle (sec):	100			Critical Vol./Cap. (X):			0.393								
Loss Time (sec):	0 (Y+R = 4 sec)			Average Delay (sec/veh):			xxxxxx								
Optimal Cycle:	24			Level Of Service:			A								
Street Name:	Sepulveda Boulevard							83rd Street							
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R			
Control:	Permitted			Permitted			Permitted			Permitted					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	0 2	1 0	1	0 2	1 0	0	0 1!	0 0	1	0 0	1 0			
Volume Module:															
Base Vol:	18	1334	3	19	854	35	37	44	30	14	54	24			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	18	1334	3	19	854	35	37	44	30	14	54	24			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	18	1334	3	19	854	35	37	44	30	14	54	24			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	18	1334	3	19	854	35	37	44	30	14	54	24			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Final Vol.:	18	1334	3	19	854	35	37	44	30	14	54	24			
Saturation Flow Module:															
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	1.00	2.99	0.01	1.00	2.88	0.12	0.33	0.40	0.27	1.00	0.69	0.31			
Final Sat.:	1500	4490	10	1500	4323	177	500	595	405	1500	1038	462			
Capacity Analysis Module:															
Vol/Sat:	0.01	0.30	0.30	0.01	0.20	0.20	0.07	0.07	0.07	0.01	0.05	0.05			
Crit Vol:		446			19			111			14				
Crit Moves:		****			****			****			****				

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2010 w/ Project-Scenario 3 AM Peak

TBIT RP

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

Intersection #1000 La CIENEGA BLVD. @ 104 TH STREET

Cycle (sec):	100			Critical Vol./Cap. (X):			0.230								
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			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	0 1	1 0	1	0 2	1 0	1	0 1	0 1	0	0 1!	0 0			
Volume Module:															
Base Vol:	161	441	14	18	358	45	22	1	42	3	7	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	358	45	22	1	42	3	7	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	358	45	22	1	42	3	7	1			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	161	441	14	18	358	45	22	1	42	3	7	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	358	45	22	1	42	3	7	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	2.67	0.33	1.00	1.00	1.00	0.27	0.64	0.09			
Final Sat.:	1425	2762	88	1425	3798	477	1425	1425	1425	389	907	130			
Capacity Analysis Module:															
Vol/Sat:	0.11	0.16	0.16	0.01	0.09	0.09	0.02	0.00	0.03	0.01	0.01	0.01			
Crit Vol:	161			134			22			11					
Crit Moves:	****			****			****			****					

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2010 w/ Project-Scenario 3 PM Peak

TBIT RP

Scenario Report

Scenario:	2010 w/ Project-Scenario 3-PM Peak(3:30-4:30 PM)
Command:	Delivery
Volume:	Delivery
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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2010 w/ Project-Scenario 3 PM Peak

TBIT RP

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

Intersection #14 AVIATION BLVD. @ CENTURY BLVD.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.892
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Street Name:	AVIATION BLVD.						CENTURY BLVD.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 1	1 0	2	0 2	0 1	1	0 3	1 0	1	0 3	1 0
Volume Module:												
Base Vol:	497	681	86	127	544	115	139	1837	496	98	1299	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:	497	681	86	127	544	115	139	1837	496	98	1299	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:	497	681	86	127	544	115	139	1837	496	98	1299	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	497	681	86	127	544	115	139	1837	496	98	1299	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.:	547	681	86	140	544	115	139	1837	496	98	1299	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	1.78	0.22	2.00	2.00	1.00	1.00	3.15	0.85	1.00	3.67	0.33
Final Sat.:	2750	2442	308	2750	2750	1375	1375	4331	1169	1375	5046	454
Capacity Analysis Module:												
Vol/Sat:	0.20	0.28	0.28	0.05	0.20	0.08	0.10	0.42	0.42	0.07	0.26	0.26
Crit Vol:	273				272			583		98		
Crit Moves:	****				****			****		****		

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2010 w/ Project-Scenario 3 PM Peak

TBIT RP

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

Intersection #16 IMPERIAL HWY. @ AVIATION BL.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.838
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 141 Level Of Service: D

Street Name:	AVIATION BL.						IMPERIAL HWY.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 2	0 1	2	0 1	1 1	2	0 2	1 0	2	0 3	0 1
Volume Module:												
Base Vol:	176	478	350	511	580	127	250	1251	271	228	449	377
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	176	478	350	511	580	127	250	1251	271	228	449	377
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	176	478	350	511	580	127	250	1251	271	228	449	377
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	176	478	350	511	580	127	250	1251	271	228	449	377
PCE Adj:	1.00	1.00	1.00	1.00	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.:	194	478	350	562	580	140	275	1251	271	251	449	377
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.47	0.53	2.00	3.00	1.00
Final Sat.:	2750	2750	1375	2750	2750	1375	2750	3391	734	2750	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.07	0.17	0.25	0.20	0.21	0.10	0.10	0.37	0.37	0.09	0.11	0.27
Crit Vol:		239			281			507		125		
Crit Moves:		****			****			****		****		

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2010 w/ Project-Scenario 3 PM Peak

TBIT RP

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

Intersection #19 AVIATION BLVD. @ 111TH

Cycle (sec):	100			Critical Vol./Cap. (X):			0.628								
Loss Time (sec):	0	(Y+R =	4 sec)	Average Delay (sec/veh):			xxxxxx								
Optimal Cycle:	61			Level Of Service:			B								
Street Name:	AVIATION BLVD.						111TH STREET								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R			
Control:	Protected			Protected			Protected			Protected					
Rights:	Ovl			Include			Include			Ovl					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 0	1 0	1	0 1	1 0			
Volume Module:															
Base Vol:	20	932	109	94	1198	84	78	81	30	92	55	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:	20	932	109	94	1198	84	78	81	30	92	55	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:	20	932	109	94	1198	84	78	81	30	92	55	141			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	20	932	109	94	1198	84	78	81	30	92	55	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	1.00	1.00	1.00			
Final Vol.:	20	932	109	94	1198	84	78	81	30	92	55	141			
Saturation Flow Module:															
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	1.00	1.79	0.21	1.00	1.87	0.13	1.00	0.73	0.27	1.00	1.00	1.00			
Final Sat.:	1375	2462	288	1375	2570	180	1375	1003	372	1375	1375	1375			
Capacity Analysis Module:															
Vol/Sat:	0.01	0.38	0.38	0.07	0.47	0.47	0.06	0.08	0.08	0.07	0.04	0.10			
Crit Vol:	20			641			111			92					
Crit Moves:	****			****			****			****					

2010 w/ Project-Scenario 3 PM Peak

TBIT RP

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

Intersection #36 La CIENEGA BLVD. @ CENTURY BLVD

Cycle (sec):	100			Critical Vol./Cap. (X):			1.043								
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	320	643	404	610	460	169	1262	833	119	790	244			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	157	320	643	404	610	460	169	1262	833	119	790	244			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	157	320	643	404	610	460	169	1262	833	119	790	244			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	157	320	643	404	610	460	169	1262	833	119	790	244			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00			
Final Vol.:	157	320	707	404	610	506	169	1262	833	119	790	244			
Saturation Flow Module:															
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375			
Adjustment:	1.00	1.00	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	4202	1298			
Capacity Analysis Module:															
Vol/Sat:	0.11	0.12	0.26	0.29	0.22	0.18	0.12	0.31	0.61	0.09	0.19	0.19			
Crit Vol:			354	404					833	0					
Crit Moves:			****	****					****	****					

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2010 w/ Project-Scenario 3 PM Peak
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                                    TBIT RP
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                        Level Of Service Computation Report
                 Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #39 CENTURY BLVD. @ 405 N/B RAMP
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.579
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       34               Level Of Service:                  A
********************************************************************************
Street Name:         405 NORTH OFF RAMP                 CENTURY BLVD
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted        Permitted        Permitted
Rights:             Include          Include          Include          Include
Min. Green:      0     0     0     0     0     0     0     0     0     0     0     0
Lanes:        2  0  0  0  1    0  0  0  0  1    1  0  2  1  1    0  0  2  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      453     0   424     0     0    33    34 1638   641     0  935    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:   453     0   424     0     0    33    34 1638   641     0  935    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:    453     0   424     0     0    33    34 1638   641     0  935    18
Reduct Vol:      0     0     0     0     0     0     0     0     0     0     0     0
Reduced Vol:   453     0   424     0     0    33    34 1638   641     0  935    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.:    498     0   424     0     0    33    34 1638   705     0  935    18
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:     1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 0.00  1.00  0.00 0.00  1.00  1.00 2.80  1.20  0.00 2.94  0.06
Final Sat.:  3000     0  1500     0     0  1500  1500 4194  1806     0 4415    85
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.17 0.00  0.28  0.00 0.00  0.02  0.02 0.39  0.39  0.00 0.21  0.21
Crit Vol:     249                       33        586          0
Crit Moves:  ****                    ****      ****      ****
********************************************************************************
```

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2010 w/ Project-Scenario 3 PM Peak
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                                    TBIT RP
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                        Level Of Service Computation Report
                 Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #47 IMPERIAL HWY. @ DOUGLAS ST.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.550
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       51               Level Of Service:                  A
********************************************************************************
Street Name:          DOUGLAS STREET                  IMPERIAL HWY.
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Split Phase      Split Phase      Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:      0     0     0     0     0     0     0     0     0     0     0     0
Lanes:        1  0  1  0  2    1  0  1! 0  1    1  0  2  1  0    2  0  2  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      176    18   442    87    15    44    40 1217    43    30  659    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:   176    18   442    87    15    44    40 1217    43    30  659    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:    176    18   442    87    15    44    40 1217    43    30  659    36
Reduct Vol:      0     0     0     0     0     0     0     0     0     0     0     0
Reduced Vol:   176    18   442    87    15    44    40 1217    43    30  659    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.:    176    18   486    96    15    48    40 1217    43    33  659    36
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:     1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  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 2.90  0.10  2.00 2.84  0.16
Final Sat.:  1375 1375  2750  2481  269  1375  1375 3984   141  2750 3911   214
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.13 0.01  0.18  0.04 0.06  0.04  0.03 0.31  0.31  0.01 0.17  0.17
Crit Vol:                243         77              420          17
Crit Moves:             ****       ****            ****         ****
********************************************************************************
```

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2010 w/ Project-Scenario 3 PM Peak
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                                    TBIT RP
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                        Level Of Service Computation Report
                Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #65 SEPULVEDA @ H. HUGHES PARKWAY
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.744
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       56               Level Of Service:                    C
********************************************************************************
Street Name:       Sepulveda Boulevard              H. Hughes Parkway
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------||--------------||--------------||--------------||--------------|
Control:          Permitted        Permitted        Permitted        Permitted
Rights:            Ignore           Include          Include          Include
Min. Green:     0     0     0     0     0     0     0     0     0     0     0     0
Lanes:        0  0  4  0  1    2  0  3  0  0    0  0  0  0  0    3  0  0  0  1
-----------||--------------||--------------||--------------||--------------|
Volume Module:
Base Vol:       0 1684   563   575 1807     0     0     0     0   513     0   379
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0 1684   563   575 1807     0     0     0     0   513     0   379
User Adj:    1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0 1684     0   575 1807     0     0     0     0   513     0   379
Reduct Vol:     0    0     0     0    0     0     0     0     0     0     0     0
Reduced Vol:    0 1684     0   575 1807     0     0     0     0   513     0   379
PCE Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  0.00  1.10 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     0 1684     0   633 1807     0     0     0     0   564     0   379
-----------||--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 4.00  1.00  2.00 3.00  0.00  0.00 0.00  0.00  3.00 0.00  1.00
Final Sat.:     0 6000  1500  3000 4500     0     0     0     0  4500     0  1500
-----------||--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.28  0.00  0.21 0.40  0.00  0.00 0.00  0.00  0.13 0.00  0.25
Crit Vol:          421         316                0                        379
Crit Moves:       ****        ****                                        ****
********************************************************************************

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2010 w/ Project-Scenario 3 PM Peak
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                                    TBIT RP
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                        Level Of Service Computation Report
                Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #67 IMPERIAL HWY. @ La CIENEGA BLVD.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.694
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       74               Level Of Service:                    B
********************************************************************************
Street Name:         La CIENEGA BLVD.                 IMPERIAL HWY.
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------||--------------||--------------||--------------||--------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0     0     0     0     0     0     0     0     0     0     0     0
Lanes:        2  0  1  1  1    2  0  1  1  1    2  0  3  0  2    2  0  3  0  2
-----------||--------------||--------------||--------------||--------------|
Volume Module:
Base Vol:      78  211   625   351  488   380   208 1172   243    48  445   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   351  488   380   208 1172   243    48  445   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   351  488   380   208 1172   243    48  445   201
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   78  211   625   351  488   380   208 1172   243    48  445   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   386  488   418   229 1172   267    53  445   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 1.62  1.38  2.00 3.00  2.00  2.00 3.00  2.00
Final Sat.:  2750 1375  2750  2750 2222  1903  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 0.28  0.10  0.02 0.11  0.08
Crit Vol:           344   193                      391          26
Crit Moves:        ****  ****                    ****         ****
********************************************************************************

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2010 w/ Project-Scenario 3 PM Peak
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                                    TBIT RP
--------------------------------------------------------------------------------
                        Level Of Service Computation Report
                Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #68 IMPERIAL HWY @MAIN STREET
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.991
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180               Level Of Service:                  E
********************************************************************************
Street Name:            MAIN STREET                     IMPERIAL HWY
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Split Phase      Split Phase       Permitted        Protected
Rights:             Ignore           Include           Include          Include
Min. Green:      0     0     0     0     0     0     0     0     0     0     0     0
Lanes:         1  1   0   0  1    1  0   0   0  0    0  0   2   0  1    1  0   2   0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      230     0   394     54     0     0     0  1342   302   561  1008     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     54     0     0     0  1342   302   561  1008     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    54     0     0     0  1342   302   561  1008     0
Reduct Vol:      0     0     0     0     0     0     0     0     0     0     0     0
Reduced Vol:   230     0     0    54     0     0     0  1342   302   561  1008     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    54     0     0     0  1342   302   561  1008     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  0.04  0.00  0.00  0.00  0.47  0.21  0.39  0.35  0.00
Crit Vol:      127               54                    671         561
Crit Moves:  ****               ****                  ****        ****
********************************************************************************
```



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2010 w/ Project-Scenario 3 PM Peak
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                                    TBIT RP
--------------------------------------------------------------------------------
                        Level Of Service Computation Report
                Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #69 IMPERIAL HWY @ PERSHING DR.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.632
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       51               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       Permitted        Permitted
Rights:             Include          Include           Include          Ovl
Min. Green:      0     0     0     0     0     0     0     0     0     0     0     0
Lanes:         0  0   1! 0  0    1  1   0  1  0    2  0   2   0  0    0  1   1   0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:        4     0     7  1146    26   173   140   512     0     4   486   776
Growth Adj:   1.00  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  1146    26   173   140   512     0     4   486   776
User Adj:     1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Adj:      1.00  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  1146    26   173   140   512     0     4   486   776
Reduct Vol:      0     0     0     0     0     0     0     0     0     0     0     0
Reduced Vol:     4     0     7  1146    26   173   140   512     0     4   486   776
PCE Adj:      1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  2.00  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  1261    26   173   154   512     0     8   486   776
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:     1425  1425  1425  1425  1425  1425  1425  1425  1425  1425  1425  1425
Adjustment:   1.00  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  2.00  0.13  0.87  2.00  2.00  0.00  0.03  1.97  1.00
Final Sat.:    518     0   907  2850   186  1239  2850  2850     0    47  2803  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:      0.01  0.00  0.01  0.44  0.14  0.14  0.05  0.18  0.00  0.09  0.17  0.54
Crit Vol:                  11   630                     256           4
Crit Moves:              ****  ****                    ****          ****
********************************************************************************
```

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2010 w/ Project-Scenario 3 PM Peak
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                                    TBIT RP
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                        Level Of Service Computation Report
                 Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #71 IMPERIAL HWY @ SEPULVEDA BL.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        1.310
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 1916  1190   320 1931    40   173  514   183   245  361   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 1916  1190   320 1931    40   173  514   183   245  361   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 1916  1190   320 1931    40   173  514   183   245  361   340
Reduct Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   181 1916  1190   320 1931    40   173  514   183   245  361   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 1916  1190   352 1931    40   190  514   183   270  361   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 5388   112  2750 4125  1375  2750 4125  1375
------------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:     0.13 0.46  0.87  0.13 0.36  0.36  0.07 0.12  0.13  0.10 0.09  0.25
Crit Vol:               1190   176              95                       340
Crit Moves:             ****  ****            ****                      ****
********************************************************************************

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2010 w/ Project-Scenario 3 PM Peak
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                                    TBIT RP
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                        Level Of Service Computation Report
                 Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #73 IMPERIAL HWY @ NASH ST.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.434
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       33               Level Of Service:                  A
********************************************************************************
Street Name:  FWY 105 OFF RAMP/ NASH STREET            IMPERIAL HWY.
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|--------------||--------------||--------------||--------------|
Control:       Split Phase      Split Phase        Permitted        Protected
Rights:            Include          Include          Include          Include
Min. Green:      0    0    0      0    0    0      0    0    0      0    0    0
Lanes:         1  0  0  0  2    1  1  0  1  1    0  0  2  1  0    2  0  3  0  0
------------|--------------||--------------||--------------||--------------|
Volume Module:
Base Vol:        75    0    97   179  197   199      0 1007    61    61  960      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 1007    61    61  960      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 1007    61    61  960      0
Reduct Vol:       0    0     0     0    0     0      0    0     0     0    0      0
Reduced Vol:     75    0    97   179  197   199      0 1007    61    61  960      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 1007    61    67  960      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 2.83  0.17  2.00 3.00  0.00
Final Sat.:   1425    0  2850  1827 1832  2042     0 4031   244  2850 4275     0
------------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:     0.05 0.00  0.04  0.11 0.11  0.11  0.00 0.25  0.25  0.02 0.22  0.00
Crit Vol:       75              154                   356          34
Crit Moves:  ****            ****                  ****         ****
********************************************************************************

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2010 w/ Project-Scenario 3 PM Peak
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                                    TBIT RP
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                        Level Of Service Computation Report
                Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #74 IMPERIAL HWY. @  105 RAMP
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.714
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       65               Level Of Service:                  C
********************************************************************************
Street Name:            / 105 RAMP                    IMPERIAL HWY.
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Split Phase      Split Phase       Permitted        Protected
Rights:             Ovl              Ovl             Include          Include
Min. Green:      0    0    0      0    0    0      0    0    0      0    0    0
Lanes:        2  0  0  0  2    0  0  0  0  0    0  0  2  1  1    2  0  2  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      462    0   557      0    0    0      0 1161   881    324  647     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:   462    0   557      0    0    0      0 1161   881    324  647     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:    462    0   557      0    0    0      0 1161   881    324  647     0
Reduct Vol:      0    0     0      0    0    0      0    0     0      0    0     0
Reduced Vol:   462    0   557      0    0    0      0 1161   881    324  647     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.:    508    0   613      0    0    0      0 1161   969    356  647     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:     1425 1425  1425  1425 1425  1425  1425 1425  1425   1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00   1.00 1.00  1.00
Lanes:       2.00 0.00  2.00  0.00 0.00  0.00  0.00 2.18  1.82   2.00 2.00  0.00
Final Sat.:  2850    0  2850     0    0    0     0 3107  2593   2850 2850     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.18 0.00  0.21  0.00 0.00  0.00  0.00 0.37  0.37   0.13 0.23  0.00
Crit Vol:             306           0              533            178
Crit Moves:           ****                         ****           ****
********************************************************************************

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2010 w/ Project-Scenario 3 PM Peak
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                                    TBIT RP
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                        Level Of Service Computation Report
                Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #75 IMPERIAL HWY. @ 405 NORTH RAMP
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.628
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       50               Level Of Service:                  B
********************************************************************************
Street Name:          405 NORTH RAMP                    IMPERIAL HWY
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Split Phase      Split Phase       Permitted        Permitted
Rights:           Include          Include           Ignore           Ignore
Min. Green:      0    0    0      0    0    0      0    0    0      0    0    0
Lanes:        1  0  1! 0  0    0  0  0  0  0    0  0  2  1  1    0  0  2  1  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      257    0   228      0    0    0      0 1919   345      0  467   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:   257    0   228      0    0    0      0 1919   345      0  467   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:    257    0   228      0    0    0      0 1919     0      0  467     0
Reduct Vol:      0    0     0      0    0    0      0    0     0      0    0     0
Reduced Vol:   257    0   228      0    0    0      0 1919     0      0  467     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.:    283    0   228      0    0    0      0 1919     0      0  467     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:       1.11 0.00  0.89  0.00 0.00  0.00  0.00 3.00  1.00   0.00 3.00  1.00
Final Sat.:  1578    0  1272     0    0    0     0 4275  1425      0 4275  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.18 0.00  0.18  0.00 0.00  0.00  0.00 0.45  0.00   0.00 0.11  0.00
Crit Vol:     255           0              640              0
Crit Moves:  ****                         ****           ****
********************************************************************************

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2010 w/ Project-Scenario 3 PM Peak

TBIT RP

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

Intersection #89 La CIENEGA BLVD. @ LENNOX BLVD

Cycle (sec): 100 Critical Vol./Cap. (X): 0.497
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	909	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	909	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	909	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	909	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	909	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	4270	5	0	0	0	2850	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.29	0.16	0.21	0.21	0.00	0.00	0.00	0.03	0.00	0.05
Crit Vol:		409		227				0				73
Crit Moves:		****		****								****

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2010 w/ Project-Scenario 3 PM Peak

TBIT RP

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

Intersection #94 La CIENEGA BLVD. @ 111TH STREET

Cycle (sec): 100 Critical Vol./Cap. (X): 0.585
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.						/ 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:	142	593	0	0	892	129	196	0	351	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:	142	593	0	0	892	129	196	0	351	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:	142	593	0	0	892	129	196	0	351	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	142	593	0	0	892	129	196	0	351	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.:	142	593	0	0	892	129	216	0	351	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	2.62	0.38	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	2850	0	0	3735	540	2850	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.21	0.00	0.00	0.24	0.24	0.08	0.00	0.25	0.00	0.00	0.00
Crit Vol:	142				340				351		0	
Crit Moves:	****				****				****			

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2010 w/ Project-Scenario 3 PM Peak
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                        Level Of Service Computation Report
                 Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #96 La CIENEGA BLVD. @ 405 S/B RAPM
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.680
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       58               Level Of Service:                  B
********************************************************************************
Street Name:         La CIENEGA BLVD.                  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  646   169   173  730     0     0    0     0   700    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  646   169   173  730     0     0    0     0   700    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  646   169   173  730     0     0    0     0   700    0   175
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  646   169   173  730     0     0    0     0   700    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  646   186   173  730     0     0    0     0   770    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  1.63 0.00  0.37
Final Sat.:     0 2850  1425  1425 2850     0     0    0     0  2322    0   528
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.23  0.13  0.12 0.26  0.00  0.00 0.00  0.00  0.33 0.00  0.33
Crit Vol:          323         173                      0          473
Crit Moves:       ****        ****                     ****
********************************************************************************
```

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                                    TBIT RP
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                        Level Of Service Computation Report
                 Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #97 La CIENEGA BLVD. @ 405 S/B RAMP
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.552
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       51               Level Of Service:                  A
********************************************************************************
Street Name:         La CIENEGA BLVD.                  405 S/B RAMP
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected      Split Phase      Split Phase
Rights:           Include          Include          Include          Ovl
Min. Green:     0    0    0      0    0    0      0    0    0      0    0    0
Lanes:        0  0  1  1  0    2  0  1  1  0    0  0  1! 0  0    0  0  0  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  644    35   763  900     5     0    0     0     0    0   510
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  644    35   763  900     5     0    0     0     0    0   510
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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  644    35   763  900     5     0    0     0     0    0   510
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  644    35   763  900     5     0    0     0     0    0   510
PCE Adj:     1.00 1.00  1.00  1.00 1.00  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  644    35   839  900     5     0    0     0     0    0   561
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  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  0.31 0.33  0.33  0.00 0.00  0.00  0.00 0.00  0.20
Crit Vol:          340         420                      0                 0
Crit Moves:       ****        ****                                       ****
********************************************************************************
```

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

Intersection #98 La CIENEGA BLVD. @ 405 S/B RAMP

Cycle (sec): 100 Critical Vol./Cap. (X): 0.362
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Street Name:	La CIENEGA BLVD.						405 S/B RAMP					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 2	1 0	0	0 0	0 1	2	0 0	0 1
Volume Module:												
Base Vol:	0	568	72	112	954	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	112	954	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	112	954	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	112	954	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	112	954	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	4257	18	0	0	1425	2850	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.05	0.08	0.22	0.22	0.00	0.00	0.02	0.06	0.00	0.07
Crit Vol:		284		112					29	91		
Crit Moves:		****		****					****	****		

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

Intersection #101 SEPULVEDA BLVD. @ LA TIJERA BLVD.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.744
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 89 Level Of Service: C

Street Name:	Sepulveda Boulevard						La Tijera Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 3	0 1	1	0 3	0 1	1	0 2	0 1	1	0 1	1 0
Volume Module:												
Base Vol:	148	1519	182	66	1247	101	143	487	86	207	395	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	148	1519	182	66	1247	101	143	487	86	207	395	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	148	1519	182	66	1247	101	143	487	86	207	395	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	1519	182	66	1247	101	143	487	86	207	395	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	148	1519	182	66	1247	101	143	487	86	207	395	62
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	1.73	0.27
Final Sat.:	1375	4125	1375	1375	4125	1375	1375	2750	1375	1375	2377	373
Capacity Analysis Module:												
Vol/Sat:	0.11	0.37	0.13	0.05	0.30	0.07	0.10	0.18	0.06	0.15	0.17	0.17
Crit Vol:		506		66				244		207		
Crit Moves:		****		****				****		****		

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

Intersection #108 SEPULVEDA BLVD. @ LINCOLN BLVD.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.830
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 110 Level Of Service: D

Street Name:	SEPULVEDA BOULEVARD								LINCOLN BOULEVARD							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	4	0	2	1 0	0	0	3	1 0	0	0	0	0 4	0	0	0	0 1
Volume Module:																
Base Vol:	1394	1880	351		0	1679	14		0	0	1369		0	0	6	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	1394	1880	351		0	1679	14		0	0	1369		0	0	6	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	1394	1880	351		0	1679	14		0	0	1369		0	0	6	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	1394	1880	351		0	1679	14		0	0	1369		0	0	6	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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.:	1533	1880	351		0	1679	14		0	0	1506		0	0	6	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	4.00	2.53	0.47	0.00	3.97	0.03	0.00	0.00	4.00	0.00	0.00	1.00				
Final Sat.:	5700	3602	673		0	5653	47		0	0	5700		0	0	1425	
Capacity Analysis Module:																
Vol/Sat:	0.27	0.52	0.52	0.00	0.30	0.30	0.00	0.00	0.26	0.00	0.00	0.00				
Crit Vol:	383				423				376	0						
Crit Moves:	****				****				****	****						

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TBIT RP

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

Intersection #114 SEPULVEDA BLVD. @ MANCHESTER AVE.

Cycle (sec): 100 Critical Vol./Cap. (X): 1.007
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	Sepulveda Boulevard								Manchester Avenue							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Prot+Permit				Prot+Permit				Protected				Prot+Permit			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	3	0 1	1	0	3	0 1	2	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	111	1584	87		248	1290	272		217	1031	101		93	869	196	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	111	1584	87		248	1290	272		217	1031	101		93	869	196	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	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	1584	87		248	1290	272		217	1031	101		93	869	196	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	111	1584	87		248	1290	272		217	1031	101		93	869	196	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	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.:	111	1584	87		248	1290	272		239	1031	101		93	869	196	
Saturation Flow Module:																
Sat/Lane:	1375	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	1.00		1.00	3.00	1.00		2.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1375	4125	1375		1375	4125	1375		2750	2750	1375		1375	2750	1375	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.38	0.06		0.18	0.31	0.20		0.09	0.37	0.07		0.07	0.32	0.14	
Crit Vol:	528				248				516				93			
Crit Moves:	****				****				****				****			

2010 w/ Project-Scenario 3 PM Peak

TBIT RP

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

Intersection #123 WESTCHESTER PARKWAY @ PERSHING DRIVE

Cycle (sec): 100 Critical Vol./Cap. (X): 0.556
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Street Name:	Pershing Drive						Westchester Parkway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2 0 1	1	0	2 0 0	0	0	0 0 0	2	0	0 0 1
Volume Module:												
Base Vol:	0	569	407	80	497	0	0	0	0	556	0	118
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	569	407	80	497	0	0	0	0	556	0	118
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	569	407	80	497	0	0	0	0	556	0	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	569	407	80	497	0	0	0	0	556	0	118
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	0	569	407	80	497	0	0	0	0	612	0	118
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	2850	1425	1425	2850	0	0	0	0	2850	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.29	0.06	0.17	0.00	0.00	0.00	0.00	0.21	0.00	0.08
Crit Vol:			407	80				0		306		
Crit Moves:			****	****						****		

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

Intersection #135 SEPULVEDA BLVD. @ WESTCHESTER PARKWAY

Cycle (sec): 100 Critical Vol./Cap. (X): 0.738
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 87 Level Of Service: C

Street Name:	Sepulveda Boulevard						Westchester Parkway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	3 0 1	1	0	3 0 1	1	0	1 1 0	1	0	1 1 0
Volume Module:												
Base Vol:	176	1555	63	139	1402	54	126	204	107	185	324	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	176	1555	63	139	1402	54	126	204	107	185	324	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	176	1555	63	139	1402	54	126	204	107	185	324	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	176	1555	63	139	1402	54	126	204	107	185	324	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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.:	176	1555	63	139	1402	54	126	204	107	185	324	140
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.31	0.69	1.00	1.40	0.60
Final Sat.:	1375	4125	1375	1375	4125	1375	1375	1804	946	1375	1920	830
Capacity Analysis Module:												
Vol/Sat:	0.13	0.38	0.05	0.10	0.34	0.04	0.09	0.11	0.11	0.13	0.17	0.17
Crit Vol:		518		139			126			232		
Crit Moves:		****		****			****			****		

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2010 w/ Project-Scenario 3 PM Peak

TBIT RP

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

Intersection #136 SEPULVEDA @ 76th/77th STREET

Cycle (sec): 100 Critical Vol./Cap. (X): 0.626
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: B

Street Name:	Sepulveda Boulevard						76th/77th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 3	0 1	1	0 3	0 1	2	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	37	1897	34	114	1965	301	208	56	73	36	59	78
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	1897	34	114	1965	301	208	56	73	36	59	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	37	1897	34	114	1965	301	208	56	73	36	59	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	1897	34	114	1965	301	208	56	73	36	59	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
Final Vol.:	37	1897	34	114	1965	301	229	56	73	36	59	78
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1500	4500	1500	1500	4500	1500	3000	1500	1500	1500	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.02	0.42	0.02	0.08	0.44	0.20	0.08	0.04	0.05	0.02	0.04	0.05
Crit Vol:		632			114		114					78
Crit Moves:		****			****		****					****

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2010 w/ Project-Scenario 3 PM Peak

TBIT RP

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

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

Cycle (sec): 100 Critical Vol./Cap. (X): 0.611
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: B

Street Name:	Sepulveda Boulevard						79th/80th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	1 0	1	0 3	0 1	1	0 1	0 1	1	0 0	1 0
Volume Module:												
Base Vol:	95	1881	27	62	1794	201	117	91	60	23	78	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	95	1881	27	62	1794	201	117	91	60	23	78	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	95	1881	27	62	1794	201	117	91	60	23	78	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	1881	27	62	1794	201	117	91	60	23	78	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	95	1881	27	62	1794	201	117	91	60	23	78	29
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.96	0.04	1.00	3.00	1.00	1.00	1.00	1.00	1.00	0.73	0.27
Final Sat.:	1500	4436	64	1500	4500	1500	1500	1500	1500	1500	1093	407
Capacity Analysis Module:												
Vol/Sat:	0.06	0.42	0.42	0.04	0.40	0.13	0.08	0.06	0.04	0.02	0.07	0.07
Crit Vol:		95			598		117				107	
Crit Moves:		****			****		****				****	

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2010 w/ Project-Scenario 3 PM Peak

TBIT RP

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

Intersection #138 SEPULVEDA BLVD. @ 83rd STREET

Cycle (sec):	100				Critical Vol./Cap. (X):				0.559						
Loss Time (sec):	0 (Y+R = 4 sec)				Average Delay (sec/veh):				xxxxxx						
Optimal Cycle:	33				Level Of Service:				A						
Street Name:	Sepulveda Boulevard								83rd Street						
Approach:	North Bound				South Bound				East Bound				West Bound		
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Permitted				Permitted				Permitted				Permitted		
Rights:	Include				Include				Include				Include		
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0
Lanes:	1	0	2	1	0	1	0	2	1	0	0	0	1!	0	0
Volume Module:															
Base Vol:	68	1882		14		36	1704		74		59	73		37	
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Initial Bse:	68	1882		14		36	1704		74		59	73		37	
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Volume:	68	1882		14		36	1704		74		59	73		37	
Reduct Vol:	0	0		0		0	0		0		0	0		0	
Reduced Vol:	68	1882		14		36	1704		74		59	73		37	
PCE Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
MLF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Final Vol.:	68	1882		14		36	1704		74		59	73		37	
Saturation Flow Module:															
Sat/Lane:	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	
Lanes:	1.00	2.98		0.02		1.00	2.88		0.12		0.35	0.43		0.22	
Final Sat.:	1500	4467		33		1500	4313		187		524	648		328	
Capacity Analysis Module:															
Vol/Sat:	0.05	0.42		0.42		0.02	0.40		0.40		0.11	0.11		0.11	
Crit Vol:	68					593					169				
Crit Moves:	****					****					****				

Cycle (sec):	100				Critical Vol./Cap. (X):				0.559						
Loss Time (sec):	0 (Y+R = 4 sec)				Average Delay (sec/veh):				xxxxxx						
Optimal Cycle:	33				Level Of Service:				A						
Street Name:	Sepulveda Boulevard								83rd Street						
Approach:	North Bound				South Bound				East Bound				West Bound		
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Permitted				Permitted				Permitted				Permitted		
Rights:	Include				Include				Include				Include		
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0
Lanes:	1	0	2	1	0	1	0	2	1	0	0	0	1!	0	0
Volume Module:															
Base Vol:	68	1882		14		36	1704		74		59	73		37	
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Initial Bse:	68	1882		14		36	1704		74		59	73		37	
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Volume:	68	1882		14		36	1704		74		59	73		37	
Reduct Vol:	0	0		0		0	0		0		0	0		0	
Reduced Vol:	68	1882		14		36	1704		74		59	73		37	
PCE Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
MLF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Final Vol.:	68	1882		14		36	1704		74		59	73		37	
Saturation Flow Module:															
Sat/Lane:	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	
Lanes:	1.00	2.98		0.02		1.00	2.88		0.12		0.35	0.43		0.22	
Final Sat.:	1500	4467		33		1500	4313		187		524	648		328	
Capacity Analysis Module:															
Vol/Sat:	0.05	0.42		0.42		0.02	0.40		0.40		0.11	0.11		0.11	
Crit Vol:	68					593					169				
Crit Moves:	****					****					****				

2010 w/ Project-Scenario 3 PM Peak

TBIT RP

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

Intersection #1000 La CIENEGA BLVD. @ 104 TH STREET

Cycle (sec):	100				Critical Vol./Cap. (X):				0.444						
Loss Time (sec):	0 (Y+R = 4 sec)				Average Delay (sec/veh):				xxxxxx						
Optimal Cycle:	33				Level Of Service:				A						
Street Name:	La CIENEGA BLVD.								104 TH STREET						
Approach:	North Bound				South Bound				East Bound				West Bound		
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Prot+Permit				Permitted				Permitted				Permitted		
Rights:	Include				Include				Include				Include		
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0
Lanes:	1	0	1	1	0	1	0	2	1	0	1	0	1	0	1
Volume Module:															
Base Vol:	105	570		22		22	830		21		118	9		244	
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Initial Bse:	105	570		22		22	830		21		118	9		244	
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Volume:	105	570		22		22	830		21		118	9		244	
Reduct Vol:	0	0		0		0	0		0		0	0		0	
Reduced Vol:	105	570		22		22	830		21		118	9		244	
PCE Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
MLF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Final Vol.:	105	570		22		22	830		21		118	9		244	
Saturation Flow Module:															
Sat/Lane:	1425	1425		1425		1425	1425		1425		1425	1425		1425	
Adjustment:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Lanes:	1.00	1.93		0.07		1.00	2.93		0.07		1.00	1.00		1.00	
Final Sat.:	1425	2744		106		1425	4170		105		1425	1425		1425	
Capacity Analysis Module:															
Vol/Sat:	0.07	0.21		0.21		0.02	0.20		0.20		0.08	0.01		0.17	
Crit Vol:	105					284					244				
Crit Moves:	****					****					****				

Cycle (sec):	100				Critical Vol./Cap. (X):				0.444						
Loss Time (sec):	0 (Y+R = 4 sec)				Average Delay (sec/veh):				xxxxxx						
Optimal Cycle:	33				Level Of Service:				A						
Street Name:	La CIENEGA BLVD.								104 TH STREET						
Approach:	North Bound				South Bound				East Bound				West Bound		
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Prot+Permit				Permitted				Permitted				Permitted		
Rights:	Include				Include				Include				Include		
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0
Lanes:	1	0	1	1	0	1	0	2	1	0	1	0	1	0	0
Volume Module:															
Base Vol:	105	570		22		22	830		21		118	9		244	
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Initial Bse:	105	570		22		22	830		21		118	9		244	
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Volume:	105	570		22		22	830		21		118	9		244	
Reduct Vol:	0	0		0		0	0		0		0	0		0	
Reduced Vol:	105	570		22		22	830		21		118	9		244	
PCE Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
MLF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Final Vol.:	105	570		22		22	830		21		118	9		244	
Saturation Flow Module:															
Sat/Lane:	1425	1425		1425		1425	1425		1425		1425	1425		1425	
Adjustment:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Lanes:	1.00	1.93		0.07		1.00	2.93		0.07		1.00	1.00		1.00	
Final Sat.:	1425	2744		106		1425	4170		105		1425	1425		1425	
Capacity Analysis Module:															
Vol/Sat:	0.07	0.21		0.21		0.02	0.20		0.20		0.08	0.01		0.17	
Crit Vol:	105					284					244				
Crit Moves:	****					****					****				

```
2010 w/ Project-Scenario 4 AM Peak
-------------------------------------------------------------------------------
                                  TBIT RP
-------------------------------------------------------------------------------
                             Scenario Report
Scenario:             2010 w/ Project-Scenario 4 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
```



```
2010 w/ Project-Scenario 4 AM Peak
-------------------------------------------------------------------------------
                                  TBIT RP
-------------------------------------------------------------------------------
                  Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
*******************************************************************************
Intersection #14 AVIATION BLVD. @ CENTURY BLVD.
*******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.592
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       56               Level Of Service:                  A
*******************************************************************************
Street Name:          AVIATION BLVD.                  CENTURY BLVD.
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        2  0  1  1  0    2  0  2  0  1    1  0  3  1  0    1  0  3  1  0
-----------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     503  446    35    50  252    99    75  735   240    63 1250    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:  503  446    35    50  252    99    75  735   240    63 1250    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:   503  446    35    50  252    99    75  735   240    63 1250    97
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  503  446    35    50  252    99    75  735   240    63 1250    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.:   553  446    35    55  252    99    75  735   240    63 1250    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 3.02  0.98  1.00 3.71  0.29
Final Sat.:  2750 2550   200  2750 2750  1375  1375 4146  1354  1375 5104   396
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.20 0.17  0.17  0.02 0.09  0.07  0.05 0.18  0.18  0.05 0.24  0.24
Crit Vol:     277                 126          75                 337
Crit Moves:  ****                ****        ****                ****
*******************************************************************************
```

```
2010 w/ Project-Scenario 4 AM Peak
--------------------------------------------------------------------------------
                                    TBIT RP
--------------------------------------------------------------------------------
                        Level Of Service Computation Report
                 Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #16 IMPERIAL HWY. @ AVIATION BL.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.705
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       77               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:      172  427    94   135  228   137   126  198    62   228  764   687
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   172  427    94   135  228   137   126  198    62   228  764   687
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    172  427    94   135  228   137   126  198    62   228  764   687
Reduct Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   172  427    94   135  228   137   126  198    62   228  764   687
PCE Adj:     1.00 1.00  1.00  1.00 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.:    189  427    94   149  228   151   139  198    62   251  764   687
------------|--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:     1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  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 1.81  1.19  2.00 2.28  0.72  2.00 3.00  1.00
Final Sat.:  2750 2750  1375  2750 2483  1642  2750 3141   984  2750 4125  1375
------------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:     0.07 0.16  0.07  0.05 0.09  0.09  0.05 0.06  0.06  0.09 0.19  0.50
Crit Vol:         214          0              69                       687
Crit Moves:      ****         ****           ****                     ****
********************************************************************************
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2010 w/ Project-Scenario 4 AM Peak
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                                    TBIT RP
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                        Level Of Service Computation Report
                 Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #19 AVIATION BLVD. @ 111TH
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.513
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       47               Level Of Service:                    A
********************************************************************************
Street Name:           AVIATION BLVD.                  111TH STREET
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|--------------||--------------||--------------||--------------|
Control:         Protected        Protected        Protected        Protected
Rights:            Ovl              Include          Include          Ovl
Min. Green:      0    0    0      0    0    0      0    0    0      0    0    0
Lanes:         1  0  1  1  0    1  0  1  1  0    1  0  0  1  0    1  0  1  1  0
------------|--------------||--------------||--------------||--------------|
Volume Module:
Base Vol:       22  992   118    89  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  992   118    89  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  992   118    89  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  992   118    89  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  992   118    89  557    42    27   13    22    26   26    67
------------|--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:     1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.79  0.21  1.00 1.86  0.14  1.00 0.37  0.63  1.00 1.00  1.00
Final Sat.:  1375 2458   292  1375 2557   193  1375  511   864  1375 1375  1375
------------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.40  0.40  0.06 0.22  0.22  0.02 0.03  0.03  0.02 0.02  0.05
Crit Vol:         555          89                       35           26
Crit Moves:      ****         ****                     ****         ****
********************************************************************************
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                                    TBIT RP
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                        Level Of Service Computation Report
                 Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #36 La CIENEGA BLVD. @ CENTURY BLVD
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.485
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       44               Level Of Service:                  A
********************************************************************************
Street Name:         La CIENEGA BLVD.                  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  327   421    68  436   274   229  970   373
Growth Adj:  1.00 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  327   421    68  436   274   229  970   373
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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  327   421    68  436   274   229  970   373
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  115  274   141    70  327   421    68  436   274   229  970   373
PCE Adj:     1.00 1.00  1.00  1.00 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  327   463    68  436   274   229  970   373
-----------|--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  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 0.24  0.27
Crit Vol:      0                 164                  274   229
Crit Moves:  ****                ****                 ****  ****
********************************************************************************
```

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                                    TBIT RP
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                        Level Of Service Computation Report
                 Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #39 CENTURY BLVD. @ 405 N/B RAMP
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.546
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       32               Level Of Service:                  A
********************************************************************************
Street Name:         405 NORTH OFF RAMP                CENTURY BLVD
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|--------------||--------------||--------------||--------------|
Control:       Permitted        Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        2  0  0  0  1    0  0  0  0  1    1  0  2  1  1    0  0  2  1  0
-----------|--------------||--------------||--------------||--------------|
Volume Module:
Base Vol:     717    0   110     0    0   25     7  364   261     0 1170     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:  717    0   110     0    0   25     7  364   261     0 1170     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:   717    0   110     0    0   25     7  364   261     0 1170     7
Reduct Vol:     0    0     0     0    0    0     0    0     0     0    0     0
Reduced Vol:  717    0   110     0    0   25     7  364   261     0 1170     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.:   789    0   110     0    0   25     7  364   287     0 1170     7
-----------|--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 0.00  1.00  0.00 0.00  1.00  1.00 2.24  1.76  0.00 2.98  0.02
Final Sat.:  3000    0  1500     0    0  1500  1500 3354  2646     0 4473    27
-----------|--------------||--------------||--------------||--------------|
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:    394                      25     7                  392
Crit Moves:  ****                    ****  ****                ****
********************************************************************************
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #47 IMPERIAL HWY. @ DOUGLAS ST.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.274
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Street Name:	DOUGLAS STREET						IMPERIAL HWY.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	0 2	1	0 1!	0 1	1	0 2	1 0	2	0 2	1 0
Volume Module:												
Base Vol:	43	9	59	13	3	12	20	350	60	77	863	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:	43	9	59	13	3	12	20	350	60	77	863	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:	43	9	59	13	3	12	20	350	60	77	863	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	9	59	13	3	12	20	350	60	77	863	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.:	43	9	65	14	3	13	20	350	60	85	863	48
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	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	2.56	0.44	2.00	2.84	0.16
Final Sat.:	1375	1375	2750	1934	406	1785	1375	3521	604	2750	3908	217
Capacity Analysis Module:												
Vol/Sat:	0.03	0.01	0.02	0.01	0.01	0.01	0.01	0.10	0.10	0.03	0.22	0.22
Crit Vol:	43				10			20			304	
Crit Moves:	****				****		****				****	

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TBIT RP

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

Intersection #65 SEPULVEDA @ H. HUGHES PARKWAY

Cycle (sec): 100 Critical Vol./Cap. (X): 0.339
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

Street Name:	Sepulveda Boulevard						H. Hughes Parkway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 4	0 1	2	0 3	0 0	0	0 0	0 0	3	0 0	0 1
Volume Module:												
Base Vol:	0	1168	562	95	450	0	0	0	0	335	0	164
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1168	562	95	450	0	0	0	0	335	0	164
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1168	0	95	450	0	0	0	0	335	0	164
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1168	0	95	450	0	0	0	0	335	0	164
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	0	1168	0	104	450	0	0	0	0	369	0	164
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.00	1.00	2.00	3.00	0.00	0.00	0.00	0.00	3.00	0.00	1.00
Final Sat.:	0	6000	1500	3000	4500	0	0	0	0	4500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.00	0.03	0.10	0.00	0.00	0.00	0.00	0.08	0.00	0.11
Crit Vol:		292		52			0					164
Crit Moves:		****		****								****

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TBIT RP

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

Intersection #67 IMPERIAL HWY. @ La CIENEGA BLVD.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.350
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.						IMPERIAL HWY.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 1	1 1	2	0 1	1 1	2	0 3	0 2	2	0 3	0 2
Volume Module:												
Base Vol:	61	138	86	44	119	227	166	127	141	43	711	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	227	166	127	141	43	711	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	227	166	127	141	43	711	309
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	138	86	44	119	227	166	127	141	43	711	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	250	183	127	155	47	711	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	0.17	0.12
Crit Vol:	34			119			91			237		
Crit Moves:	****			****			****			****		

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TBIT RP

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

Intersection #68 IMPERIAL HWY @MAIN STREET

Cycle (sec): 100 Critical Vol./Cap. (X): 0.515
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	480	2	0	0	0	704	95	261	1097	56
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	217	0	480	2	0	0	0	704	95	261	1097	56
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	704	95	261	1097	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	217	0	0	2	0	0	0	704	95	261	1097	56
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	704	95	261	1097	56
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	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	0.38	0.04
Crit Vol:	119			2			352			261		
Crit Moves:	****			****			****			****		

2010 w/ Project-Scenario 4 AM Peak

TBIT RP

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

Intersection #69 IMPERIAL HWY @ PERSHING DR.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.772
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: C

Street Name:	PERSHING DR./HYPERION DWY.						IMPERIAL HWY					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0	0	1	1 0 1	0	2	0 1 1	0	0	1 1 0 1
Volume Module:												
Base Vol:	1	0	1	575	2	43	138	250	4	8	259	1022
Growth Adj:	1.00	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	575	2	43	138	250	4	8	259	1022
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	575	2	43	138	250	4	8	259	1022
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	0	1	575	2	43	138	250	4	8	259	1022
PCE Adj:	1.00	1.00	1.00	1.00	1.00	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	633	2	43	152	250	4	8	259	1022
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.50	0.00	0.50	2.00	0.04	0.96	2.00	1.97	0.03	0.06	1.94	1.00
Final Sat.:	713	0	713	2850	63	1362	2850	2805	45	85	2765	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.22	0.03	0.03	0.05	0.09	0.09	0.09	0.09	0.72
Crit Vol:			2	0			76					1022
Crit Moves:			****	****			****					****

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

Intersection #71 IMPERIAL HWY @ SEPULVEDA BL.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.621
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 60 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	1065	508	153	1384	24	130	224	98	157	287	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	76	1065	508	153	1384	24	130	224	98	157	287	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	76	1065	508	153	1384	24	130	224	98	157	287	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	1065	508	153	1384	24	130	224	98	157	287	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
Final Vol.:	76	1065	508	168	1384	24	143	224	98	173	287	190
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	2.00	3.93	0.07	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1375	4125	1375	2750	5406	94	2750	4125	1375	2750	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.06	0.26	0.37	0.06	0.26	0.26	0.05	0.05	0.07	0.06	0.07	0.14
Crit Vol:			508	84			72					190
Crit Moves:			****	****			****					****

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                        Level Of Service Computation Report
                Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #73 IMPERIAL HWY @ NASH ST.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.597
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       46               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   385     0   417    67   151   757     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   385     0   417    67   151   757     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   385     0   417    67   151   757     0
Reduct Vol:      0     0     0     0     0     0     0     0     0     0     0     0
Reduced Vol:     7     0    16   222   787   385     0   417    67   151   757     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   424     0   417    67   166   757     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  2.58  0.42  2.00  3.00  0.00
Final Sat.:   1425     0  2850  1425  2623  1652     0  3683   592  2850  4275     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:      0.00  0.00  0.01  0.17  0.30  0.26  0.00  0.11  0.11  0.06  0.18  0.00
Crit Vol:                    9         428               161               252
Crit Moves:                ****        ****            ****              ****
********************************************************************************
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                        Level Of Service Computation Report
                Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #74 IMPERIAL HWY. @  105 RAMP
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.693
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       61               Level Of Service:                  B
********************************************************************************
Street Name:            / 105 RAMP                IMPERIAL HWY.
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Permitted       Protected
Rights:            Ovl              Ovl              Include          Include
Min. Green:      0     0     0     0     0     0     0     0     0     0     0     0
Lanes:         2  0  0  0  2    0  0  0  0  0    0  0  2  1  1    2  0  2  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      839     0   403     0     0     0     0   179   275    54   873     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:   839     0   403     0     0     0     0   179   275    54   873     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:    839     0   403     0     0     0     0   179   275    54   873     0
Reduct Vol:      0     0     0     0     0     0     0     0     0     0     0     0
Reduced Vol:   839     0   403     0     0     0     0   179   275    54   873     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.:    923     0   443     0     0     0     0   179   303    59   873     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:     1425  1425  1425  1425  1425  1425  1425  1425  1425  1425  1425  1425
Adjustment:   1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Lanes:        2.00  0.00  2.00  0.00  0.00  0.00  0.00  2.00  2.00  2.00  2.00  0.00
Final Sat.:   2850     0  2850     0     0     0     0  2850  2850  2850  2850     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:      0.32  0.00  0.16  0.00  0.00  0.00  0.00  0.06  0.11  0.02  0.31  0.00
Crit Vol:      461                       0                89                437
Crit Moves:  ****                                       ****              ****
********************************************************************************
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TBIT RP

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

Intersection #75 IMPERIAL HWY. @ 405 NORTH RAMP

Cycle (sec): 100 Critical Vol./Cap. (X): 0.345
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Street Name:	405 NORTH RAMP						IMPERIAL HWY					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1! 0	0	0	0 0	0	0	2 1	1	0	2 1 1
Volume Module:												
Base Vol:	396	0	43	0	0	0	0	186	49	0	759	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:	396	0	43	0	0	0	0	186	49	0	759	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:	396	0	43	0	0	0	0	186	0	0	759	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	396	0	43	0	0	0	0	186	0	0	759	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.:	436	0	43	0	0	0	0	186	0	0	759	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:	1.82	0.00	0.18	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	2594	0	256	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	0.04	0.00	0.00	0.18	0.00
Crit Vol:	239			0			0				253	
Crit Moves:	****						****				****	

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TBIT RP

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

Intersection #89 La CIENEGA BLVD. @ LENNOX BLVD

Cycle (sec): 100 Critical Vol./Cap. (X): 0.306
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	323	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	323	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	323	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	323	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	323	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:		****		****								****

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                      Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #94 La CIENEGA BLVD. @ 111TH STREET
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap. (X):        0.388
Loss Time (sec):       0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        30                Level Of Service:                  A
********************************************************************************
Street Name:          La CIENEGA BLVD.                  / 111TH STREET
Approach:      North Bound      South Bound       East Bound        West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted         Permitted       Split Phase       Split Phase
Rights:          Include           Include          Include           Include
Min. Green:    0     0     0     0     0     0     0     0     0     0     0     0
Lanes:        1  0  2  0  0    0  0  2  1  0    2  0  0  0  1    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     358  404     0     0  286   120    62    0    59     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:  358  404     0     0  286   120    62    0    59     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:   358  404     0     0  286   120    62    0    59     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  358  404     0     0  286   120    62    0    59     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.:   358  404     0     0  286   120    68    0    59     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 2.11  0.89  2.00 0.00  1.00  0.00 0.00  0.00
Final Sat.:  1425 2850     0     0 3011  1264  2850    0  1425     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.25 0.14  0.00  0.00 0.09  0.09  0.02 0.00  0.04  0.00 0.00  0.00
Crit Vol:     358                   135                     59          0
Crit Moves:  ****                  ****                   ****
********************************************************************************
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                      Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #96 La CIENEGA BLVD. @ 405 S/B RAPM
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap. (X):        0.590
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 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   134  300     0     0    0     0   692    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   134  300     0     0    0     0   692    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   134  300     0     0    0     0   692    0    46
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  607    78   134  300     0     0    0     0   692    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   134  300     0     0    0     0   761    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  1.89 0.00  0.11
Final Sat.:     0 2850  1425  1425 2850     0     0    0     0  2688    0   162
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.21  0.06  0.09 0.11  0.00  0.00 0.00  0.00  0.28 0.00  0.28
Crit Vol:          304         134                 0                       404
Crit Moves:       ****        ****                                        ****
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TBIT RP

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

Intersection #97 La CIENEGA BLVD. @ 405 S/B RAMP

Cycle (sec):	100			Critical Vol./Cap. (X):			0.320								
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	462	23	358	415	7	0	0	1	0	0	198			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	0	462	23	358	415	7	0	0	1	0	0	198			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	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	462	23	358	415	7	0	0	1	0	0	198			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	0	462	23	358	415	7	0	0	1	0	0	198			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	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	462	23	394	415	7	0	0	1	0	0	218			
Saturation Flow Module:															
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375			
Adjustment:	1.00	1.00	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	2704	46	0	0	1375	0	0	2750			
Capacity Analysis Module:															
Vol/Sat:	0.00	0.18	0.18	0.14	0.15	0.15	0.00	0.00	0.00	0.00	0.00	0.08			
Crit Vol:		242			197				1			0			
Crit Moves:		****			****				****			****			

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TBIT RP

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

Intersection #98 La CIENEGA BLVD. @ 405 S/B RAMP

Cycle (sec):	100			Critical Vol./Cap. (X):			0.252								
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			Permitted			Split Phase			Split Phase					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	0 2	0 1	1	0 2	1 0	0	0 1!	0 0	2	0	0 0 1			
Volume Module:															
Base Vol:	0	486	80	51	279	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	279	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	279	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	279	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	279	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	4215	60	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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2010 w/ Project-Scenario 4 AM Peak
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                                    TBIT RP
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                        Level Of Service Computation Report
                Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #101 SEPULVEDA BLVD. @ LA TIJERA BLVD.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.445
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       41               Level Of Service:                  A
********************************************************************************
Street Name:       Sepulveda Boulevard              La Tijera Boulevard
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|--------------||--------------||--------------||--------------|
Control:       Prot+Permit      Prot+Permit      Prot+Permit      Prot+Permit
Rights:            Include          Include          Include          Include
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        1  0  3  0  1    1  0  3  0  1    1  0  2  0  1    1  0  1  1  0
------------|--------------||--------------||--------------||--------------|
Volume Module:
Base Vol:      78 1051    83    23  723    77    39  220    39   129  140    16
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   78 1051    83    23  723    77    39  220    39   129  140    16
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    78 1051    83    23  723    77    39  220    39   129  140    16
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   78 1051    83    23  723    77    39  220    39   129  140    16
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:    78 1051    83    23  723    77    39  220    39   129  140    16
------------|--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  1.00  1.00 3.00  1.00  1.00 2.00  1.00  1.00 1.79  0.21
Final Sat.:  1375 4125  1375  1375 4125  1375  1375 2750  1375  1375 2468   282
------------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:     0.06 0.25  0.06  0.02 0.18  0.06  0.03 0.08  0.03  0.09 0.06  0.06
Crit Vol:          350         23                110         129
Crit Moves:       ****        ****              ****        ****
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                                    TBIT RP
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                        Level Of Service Computation Report
                Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #108 SEPULVEDA BLVD. @ LINCOLN BLVD.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.499
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       55               Level Of Service:                  A
********************************************************************************
Street Name:       SEPULVEDA BOULEVARD              LINCOLN BOULEVARD
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|--------------||--------------||--------------||--------------|
Control:       Protected        Permitted        Permitted        Permitted
Rights:            Include          Include          Include          Include
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        4  0  2  1  0    0  0  3  1  0    0  0  0  0  4    0  0  0  0  1
------------|--------------||--------------||--------------||--------------|
Volume Module:
Base Vol:    903 1325   215     0  928     2     0    0   721     0    0     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: 903 1325   215     0  928     2     0    0   721     0    0     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:  903 1325   215     0  928     2     0    0   721     0    0     1
Reduct Vol:    0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol: 903 1325   215     0  928     2     0    0   721     0    0     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:     1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.10  1.00 1.00  1.00
Final Vol.:  993 1325   215     0  928     2     0    0   793     0    0     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:       4.00 2.58  0.42  0.00 3.99  0.01  0.00 0.00  4.00  0.00 0.00  1.00
Final Sat.:  5700 3678   597     0 5688    12     0    0  5700     0    0  1425
------------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:     0.17 0.36  0.36  0.00 0.16  0.16  0.00 0.00  0.14  0.00 0.00  0.00
Crit Vol:          513               232                    198     0
Crit Moves:       ****                                    ****  ****
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2010 w/ Project-Scenario 4 AM Peak

TBIT RP

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

Intersection #114 SEPULVEDA BLVD. @ MANCHESTER AVE.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.585
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: A

Street Name:	Sepulveda Boulevard						Manchester Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 3	0 1	1	0 3	0 1	2	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	66	1055	39	85	784	74	80	355	43	55	647	272
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	66	1055	39	85	784	74	80	355	43	55	647	272
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	66	1055	39	85	784	74	80	355	43	55	647	272
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	1055	39	85	784	74	80	355	43	55	647	272
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
Final Vol.:	66	1055	39	85	784	74	88	355	43	55	647	272
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1375	4125	1375	1375	4125	1375	2750	2750	1375	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.05	0.26	0.03	0.06	0.19	0.05	0.03	0.13	0.03	0.04	0.24	0.20
Crit Vol:		352			85			44			324	
Crit Moves:		****			****			****			****	

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TBIT RP

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

Intersection #123 WESTCHESTER PARKWAY @ PERSHING DRIVE

Cycle (sec): 100 Critical Vol./Cap. (X): 0.392
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Street Name:	Pershing Drive						Westchester Parkway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	0 1	1	0 2	0 0	0	0 0	0 0	2	0 0	0 1
Volume Module:												
Base Vol:	0	662	442	24	239	0	0	0	0	169	0	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	662	442	24	239	0	0	0	0	169	0	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	662	442	24	239	0	0	0	0	169	0	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	662	442	24	239	0	0	0	0	169	0	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	0	662	442	24	239	0	0	0	0	186	0	27
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	2850	1425	1425	2850	0	0	0	0	2850	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.31	0.02	0.08	0.00	0.00	0.00	0.00	0.07	0.00	0.02
Crit Vol:			442	24				0		93		
Crit Moves:			****	****						****		

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2010 w/ Project-Scenario 4 AM Peak

TBIT RP

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

Intersection #135 SEPULVEDA BLVD. @ WESTCHESTER PARKWAY

Cycle (sec):	100			Critical Vol./Cap. (X):			0.421										
Loss Time (sec):	0 (Y+R = 4 sec)			Average Delay (sec/veh):			xxxxxx										
Optimal Cycle:	39			Level Of Service:			A										
Street Name:	Sepulveda Boulevard									Westchester Parkway							
Approach:	North Bound			South Bound			East Bound			West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit							
Rights:	Include			Include			Include			Include							
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0					
Lanes:	1	0	3	0	1	1	0	3	0	1	1	0	1	1	0	1	0	1	1	0
Volume Module:																	
Base Vol:	98	1048	28	66	839	98	25	118	39	70	184	94					
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Initial Bse:	98	1048	28	66	839	98	25	118	39	70	184	94					
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Volume:	98	1048	28	66	839	98	25	118	39	70	184	94					
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
Reduced Vol:	98	1048	28	66	839	98	25	118	39	70	184	94					
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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.:	98	1048	28	66	839	98	25	118	39	70	184	94					
Saturation Flow Module:																	
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375					
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.50	0.50	1.00	1.32	0.68					
Final Sat.:	1375	4125	1375	1375	4125	1375	1375	2067	683	1375	1820	930					
Capacity Analysis Module:																	
Vol/Sat:	0.07	0.25	0.02	0.05	0.20	0.07	0.02	0.06	0.06	0.05	0.10	0.10					
Crit Vol:		349		66			25			139							
Crit Moves:	****			****			****			****							

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TBIT RP

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

Intersection #136 SEPULVEDA @ 76th/77th STREET

Cycle (sec):	100			Critical Vol./Cap. (X):			0.601										
Loss Time (sec):	0 (Y+R = 4 sec)			Average Delay (sec/veh):			xxxxxx										
Optimal Cycle:	36			Level Of Service:			B										
Street Name:	Sepulveda Boulevard									76th/77th Street							
Approach:	North Bound			South Bound			East Bound			West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Permitted			Permitted			Permitted			Permitted							
Rights:	Include			Include			Include			Include							
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0					
Lanes:	1	0	3	0	1	1	0	3	0	1	2	0	1	0	1	1	0	1	0	1
Volume Module:																	
Base Vol:	17	1454	10	21	869	74	400	28	31	13	22	176					
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Initial Bse:	17	1454	10	21	869	74	400	28	31	13	22	176					
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Volume:	17	1454	10	21	869	74	400	28	31	13	22	176					
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
Reduced Vol:	17	1454	10	21	869	74	400	28	31	13	22	176					
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00					
Final Vol.:	17	1454	10	21	869	74	440	28	31	13	22	176					
Saturation Flow Module:																	
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500					
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00					
Final Sat.:	1500	4500	1500	1500	4500	1500	3000	1500	1500	1500	1500	1500					
Capacity Analysis Module:																	
Vol/Sat:	0.01	0.32	0.01	0.01	0.19	0.05	0.15	0.02	0.02	0.01	0.01	0.12					
Crit Vol:		485		21			220					176					
Crit Moves:	****			****			****					****					

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2010 w/ Project-Scenario 4 AM Peak

TBIT RP

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

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

Cycle (sec):	100			Critical Vol./Cap. (X):			0.511								
Loss Time (sec):	0 (Y+R = 4 sec)			Average Delay (sec/veh):			xxxxxx								
Optimal Cycle:	29			Level Of Service:			A								
Street Name:	Sepulveda Boulevard						79th/80th Street								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R			
Control:	Permitted			Permitted			Permitted			Permitted					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	0 2	1 0	1	0 3	0 1	1	0 1	0 1	1	0 0	1 0			
Volume Module:															
Base Vol:	60	1445	7	18	842	77	77	56	41	9	115	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:	60	1445	7	18	842	77	77	56	41	9	115	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:	60	1445	7	18	842	77	77	56	41	9	115	73			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	60	1445	7	18	842	77	77	56	41	9	115	73			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Final Vol.:	60	1445	7	18	842	77	77	56	41	9	115	73			
Saturation Flow Module:															
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	1.00	2.99	0.01	1.00	3.00	1.00	1.00	1.00	1.00	1.00	0.61	0.39			
Final Sat.:	1500	4478	22	1500	4500	1500	1500	1500	1500	1500	918	582			
Capacity Analysis Module:															
Vol/Sat:	0.04	0.32	0.32	0.01	0.19	0.05	0.05	0.04	0.03	0.01	0.13	0.13			
Crit Vol:		484			18			77			188				
Crit Moves:		****			****			****			***				

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2010 w/ Project-Scenario 4 AM Peak

TBIT RP

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

Intersection #138 SEPULVEDA BLVD. @ 83rd STREET

Cycle (sec):	100			Critical Vol./Cap. (X):			0.393								
Loss Time (sec):	0 (Y+R = 4 sec)			Average Delay (sec/veh):			xxxxxx								
Optimal Cycle:	24			Level Of Service:			A								
Street Name:	Sepulveda Boulevard						83rd Street								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R			
Control:	Permitted			Permitted			Permitted			Permitted					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	0 2	1 0	1	0 2	1 0	0	0 1!	0 0	1	0 0	1 0			
Volume Module:															
Base Vol:	18	1334	3	19	813	35	37	44	30	14	54	24			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	18	1334	3	19	813	35	37	44	30	14	54	24			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	18	1334	3	19	813	35	37	44	30	14	54	24			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	18	1334	3	19	813	35	37	44	30	14	54	24			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Final Vol.:	18	1334	3	19	813	35	37	44	30	14	54	24			
Saturation Flow Module:															
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	1.00	2.99	0.01	1.00	2.88	0.12	0.33	0.40	0.27	1.00	0.69	0.31			
Final Sat.:	1500	4490	10	1500	4314	186	500	595	405	1500	1038	462			
Capacity Analysis Module:															
Vol/Sat:	0.01	0.30	0.30	0.01	0.19	0.19	0.07	0.07	0.07	0.01	0.05	0.05			
Crit Vol:		446			19			111			14				
Crit Moves:		****			****			****			****				

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2010 w/ Project-Scenario 4 AM Peak
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                                    TBIT RP
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                      Level Of Service Computation Report
              Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #1000 La CIENEGA BLVD. @ 104 TH STREET
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.232
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          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1  1  0    1  0  2  1  0    1  0  1  0  1    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     161  441    14    18  365    45    22    1    42     3    7     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  365    45    22    1    42     3    7     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  365    45    22    1    42     3    7     1
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  161  441    14    18  365    45    22    1    42     3    7     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  365    45    22    1    42     3    7     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 2.67  0.33  1.00 1.00  1.00  0.27 0.64  0.09
Final Sat.:  1425 2762    88  1425 3806   469  1425 1425  1425   389  907   130
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.11 0.16  0.16  0.01 0.10  0.10  0.02 0.00  0.03  0.01 0.01  0.01
Crit Vol:     161                137          22                   11
Crit Moves:  ****               ****         ****                 ****
********************************************************************************

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2010 w/ Project-Scenario 4 PM Peak
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                                    TBIT RP
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                                Scenario Report
Scenario:             2010 w/ Project-Scenario 4 PM Peak (3:30-4:30 PM)

Command:              Delivery
Volume:               Delivery
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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2010 w/ Project-Scenario 4 PM Peak

TBIT RP

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

Intersection #14 AVIATION BLVD. @ CENTURY BLVD.

Cycle (sec):	100			Critical Vol./Cap. (X):			0.897								
Loss Time (sec):	0 (Y+R = 4 sec)			Average Delay (sec/veh):			xxxxxx								
Optimal Cycle:	180			Level Of Service:			D								
Street Name:	AVIATION BLVD.						CENTURY BLVD.								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R			
Control:	Protected			Protected			Protected			Protected					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	2	0 1	1 0	2	0 2	0 1	1	0 3	1 0	1	0 3	1 0			
Volume Module:															
Base Vol:	508	681	86	127	544	115	139	1837	499	98	1299	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:	508	681	86	127	544	115	139	1837	499	98	1299	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:	508	681	86	127	544	115	139	1837	499	98	1299	117			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	508	681	86	127	544	115	139	1837	499	98	1299	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.:	559	681	86	140	544	115	139	1837	499	98	1299	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	1.78	0.22	2.00	2.00	1.00	1.00	3.15	0.85	1.00	3.67	0.33			
Final Sat.:	2750	2442	308	2750	2750	1375	1375	4325	1175	1375	5046	454			
Capacity Analysis Module:															
Vol/Sat:	0.20	0.28	0.28	0.05	0.20	0.08	0.10	0.42	0.42	0.07	0.26	0.26			
Crit Vol:	279			272			584			98					
Crit Moves:	****			****			****			****					

2010 w/ Project-Scenario 4 PM Peak

TBIT RP

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

Intersection #16 IMPERIAL HWY. @ AVIATION BL.

Cycle (sec):	100			Critical Vol./Cap. (X):			0.830								
Loss Time (sec):	0 (Y+R = 4 sec)			Average Delay (sec/veh):			xxxxxx								
Optimal Cycle:	134			Level Of Service:			D								
Street Name:	AVIATION BL.						IMPERIAL HWY.								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R			
Control:	Protected			Protected			Protected			Protected					
Rights:	Ovl			Ovl			Include			Ovl					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	2	0 2	0 1	2	0 1	1 1	2	0 2	1 0	2	0 3	0 1			
Volume Module:															
Base Vol:	175	479	361	526	584	138	264	1196	267	228	436	379			
Growth Adj:	1.00	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	479	361	526	584	138	264	1196	267	228	436	379			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	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	479	361	526	584	138	264	1196	267	228	436	379			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	175	479	361	526	584	138	264	1196	267	228	436	379			
PCE Adj:	1.00	1.00	1.00	1.00	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.:	193	479	361	579	584	152	290	1196	267	251	436	379			
Saturation Flow Module:															
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375			
Adjustment:	1.00	1.00	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	2.45	0.55	2.00	3.00	1.00			
Final Sat.:	2750	2750	1375	2750	2750	1375	2750	3372	753	2750	4125	1375			
Capacity Analysis Module:															
Vol/Sat:	0.07	0.17	0.26	0.21	0.21	0.11	0.11	0.35	0.35	0.09	0.11	0.28			
Crit Vol:	240			289			488			125					
Crit Moves:	****			****			****			****					

2010 w/ Project-Scenario 4 PM Peak

TBIT RP

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

Intersection #19 AVIATION BLVD. @ 111TH

Cycle (sec):	100	Critical Vol./Cap. (X):	0.647
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	65	Level Of Service:	B

Street Name:	AVIATION BLVD.						111TH STREET					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 0	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	20	932	116	97	1198	84	78	81	30	118	55	153
Growth Adj:	1.00	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	932	116	97	1198	84	78	81	30	118	55	153
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	932	116	97	1198	84	78	81	30	118	55	153
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	932	116	97	1198	84	78	81	30	118	55	153
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	932	116	97	1198	84	78	81	30	118	55	153
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.78	0.22	1.00	1.87	0.13	1.00	0.73	0.27	1.00	1.00	1.00
Final Sat.:	1375	2446	304	1375	2570	180	1375	1003	372	1375	1375	1375
Capacity Analysis Module:												
Vol/Sat:	0.01	0.38	0.38	0.07	0.47	0.47	0.06	0.08	0.08	0.09	0.04	0.11
Crit Vol:	20			641			111			118		
Crit Moves:	****			****			****			****		

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TBIT RP

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

Intersection #36 La CIENEGA BLVD. @ CENTURY BLVD

Cycle (sec):	100	Critical Vol./Cap. (X):	1.056
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	322	650	418	611	460	169	1262	833	121	790	242
Growth Adj:	1.00	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	322	650	418	611	460	169	1262	833	121	790	242
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	322	650	418	611	460	169	1262	833	121	790	242
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	157	322	650	418	611	460	169	1262	833	121	790	242
PCE Adj:	1.00	1.00	1.00	1.00	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	322	715	418	611	506	169	1262	833	121	790	242
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	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	4210	1290
Capacity Analysis Module:												
Vol/Sat:	0.11	0.12	0.26	0.30	0.22	0.18	0.12	0.31	0.61	0.09	0.19	0.19
Crit Vol:			358	418					833	0		
Crit Moves:			****	****					****	****		

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

Intersection #39 CENTURY BLVD. @ 405 N/B RAMP

Cycle (sec):	100				Critical Vol./Cap. (X):			0.579							
Loss Time (sec):	0 (Y+R = 4 sec)				Average Delay (sec/veh):			xxxxxx							
Optimal Cycle:	34				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
Control:	Permitted				Permitted			Permitted				Permitted			
Rights:	Include				Include			Include				Include			
Min. Green:	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
Volume Module:															
Base Vol:	453	0	424			0	0	33			34	1638	641		
Growth Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
Initial Bse:	453	0	424			0	0	33			34	1638	641		
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Volume:	453	0	424			0	0	33			34	1638	641		
Reduct Vol:	0	0	0			0	0	0			0	0	0		
Reduced Vol:	453	0	424			0	0	33			34	1638	641		
PCE Adj:	1.00	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			1.10	1.00	1.00		
Final Vol.:	498	0	424			0	0	33			34	1638	705		
Saturation Flow Module:															
Sat/Lane:	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		
Lanes:	2.00	0.00	1.00			0.00	0.00	1.00			1.00	2.80	1.20		
Final Sat.:	3000	0	1500			0	0	1500			1500	4194	1806		
Capacity Analysis Module:															
Vol/Sat:	0.17	0.00	0.28			0.00	0.00	0.02			0.02	0.39	0.39		
Crit Vol:	249							33				586			
Crit Moves:	****							****				****			

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

Intersection #47 IMPERIAL HWY. @ DOUGLAS ST.

Cycle (sec):	100				Critical Vol./Cap. (X):			0.539							
Loss Time (sec):	0 (Y+R = 4 sec)				Average Delay (sec/veh):			xxxxxx							
Optimal Cycle:	49				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
Control:	Split Phase				Split Phase			Protected				Protected			
Rights:	Include				Include			Include				Include			
Min. Green:	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
Volume Module:															
Base Vol:	176	18	442			87	15	44			40	1170	43		
Growth Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
Initial Bse:	176	18	442			87	15	44			40	1170	43		
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Volume:	176	18	442			87	15	44			40	1170	43		
Reduct Vol:	0	0	0			0	0	0			0	0	0		
Reduced Vol:	176	18	442			87	15	44			40	1170	43		
PCE Adj:	1.00	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		
Final Vol.:	176	18	486			96	15	48			40	1170	43		
Saturation Flow Module:															
Sat/Lane:	1375	1375	1375			1375	1375	1375			1375	1375	1375		
Adjustment:	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	2.89	0.11		
Final Sat.:	1375	1375	2750			2481	269	1375			1375	3979	146		
Capacity Analysis Module:															
Vol/Sat:	0.13	0.01	0.18			0.04	0.06	0.04			0.03	0.29	0.29		
Crit Vol:			243				77					404			
Crit Moves:			****				****					****			

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

Intersection #65 SEPULVEDA @ H. HUGHES PARKWAY

Cycle (sec):	100			Critical Vol./Cap. (X):			0.746								
Loss Time (sec):	0 (Y+R = 4 sec)			Average Delay (sec/veh):			xxxxxx								
Optimal Cycle:	57			Level Of Service:			C								
Street Name:	Sepulveda Boulevard						H. Hughes Parkway								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R			
Control:	Permitted			Permitted			Permitted			Permitted					
Rights:	Ignore			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	0	0 4	0 1	2	0 3	0 0	0	0 0	0 0	3	0 0	0 1			
Volume Module:															
Base Vol:	0	1695	522	575	1810	0	0	0	0	503	0	379			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	0	1695	522	575	1810	0	0	0	0	503	0	379			
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	0	1695	0	575	1810	0	0	0	0	503	0	379			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	0	1695	0	575	1810	0	0	0	0	503	0	379			
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	0.00	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00			
Final Vol.:	0	1695	0	633	1810	0	0	0	0	553	0	379			
Saturation Flow Module:															
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	0.00	4.00	1.00	2.00	3.00	0.00	0.00	0.00	0.00	3.00	0.00	1.00			
Final Sat.:	0	6000	1500	3000	4500	0	0	0	0	4500	0	1500			
Capacity Analysis Module:															
Vol/Sat:	0.00	0.28	0.00	0.21	0.40	0.00	0.00	0.00	0.00	0.12	0.00	0.25			
Crit Vol:		424			316			0				379			
Crit Moves:		****			****							****			

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

Intersection #67 IMPERIAL HWY. @ La CIENEGA BLVD.

Cycle (sec):	100			Critical Vol./Cap. (X):			0.707								
Loss Time (sec):	0 (Y+R = 4 sec)			Average Delay (sec/veh):			xxxxxx								
Optimal Cycle:	78			Level Of Service:			C								
Street Name:	La CIENEGA BLVD.						IMPERIAL HWY.								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R			
Control:	Protected			Protected			Protected			Protected					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	2	0 1	1 1	2	0 1	1 1	2	0 3	0 2	2	0 3	0 2			
Volume Module:															
Base Vol:	78	211	625	351	488	391	208	1227	243	48	459	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	351	488	391	208	1227	243	48	459	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	351	488	391	208	1227	243	48	459	201			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	78	211	625	351	488	391	208	1227	243	48	459	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	386	488	430	229	1227	267	53	459	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	1.59	1.41	2.00	3.00	2.00	2.00	3.00	2.00			
Final Sat.:	2750	1375	2750	2750	2193	1932	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	0.30	0.10	0.02	0.11	0.08			
Crit Vol:			344	193				409		26					
Crit Moves:			****	****				****		****					

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TBIT RP

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

Intersection #68 IMPERIAL HWY @MAIN STREET

Cycle (sec):	100			Critical Vol./Cap. (X):			0.951								
Loss Time (sec):	0 (Y+R = 4 sec)			Average Delay (sec/veh):			xxxxxx								
Optimal Cycle:	180			Level Of Service:			E								
Street Name:	MAIN STREET						IMPERIAL HWY								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R			
Control:	Split Phase			Split Phase			Permitted			Protected					
Rights:	Ignore			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	1 0	0 1	1	0 0	0 0	0	0 2	0 1	1	0 2	0 1			
Volume Module:															
Base Vol:	230	0	394	54	0	0	0	1228	302	561	988	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	54	0	0	0	1228	302	561	988	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	54	0	0	0	1228	302	561	988	0			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	230	0	0	54	0	0	0	1228	302	561	988	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	54	0	0	0	1228	302	561	988	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	0.04	0.00	0.00	0.00	0.43	0.21	0.39	0.35	0.00			
Crit Vol:	127			54				614		561					
Crit Moves:	****			****				****		****					

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TBIT RP

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

Intersection #69 IMPERIAL HWY @ PERSHING DR.

Cycle (sec):	100			Critical Vol./Cap. (X):			0.588								
Loss Time (sec):	0 (Y+R = 4 sec)			Average Delay (sec/veh):			xxxxxx								
Optimal Cycle:	45			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			Permitted			Permitted					
Rights:	Include			Include			Include			Ovl					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	0	0 1!	0 0	1	1 0	1 0	2	0 2	0 0	0	1 1	0 1			
Volume Module:															
Base Vol:	4	0	7	1032	26	173	140	512	0	4	486	756			
Growth Adj:	1.00	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	1032	26	173	140	512	0	4	486	756			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	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	1032	26	173	140	512	0	4	486	756			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	4	0	7	1032	26	173	140	512	0	4	486	756			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	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	1135	26	173	154	512	0	8	486	756			
Saturation Flow Module:															
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425			
Adjustment:	1.00	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	2.00	0.13	0.87	2.00	2.00	0.00	0.03	1.97	1.00			
Final Sat.:	518	0	907	2850	186	1239	2850	2850	0	47	2803	1425			
Capacity Analysis Module:															
Vol/Sat:	0.01	0.00	0.01	0.40	0.14	0.14	0.05	0.18	0.00	0.09	0.17	0.53			
Crit Vol:			11	568				256		4					
Crit Moves:			****	****				****		****					

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2010 w/ Project-Scenario 4 PM Peak

TBIT RP

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

Intersection #71 IMPERIAL HWY @ SEPULVEDA BL.

Cycle (sec):	100				Critical Vol./Cap. (X):				1.311							
Loss Time (sec):	0 (Y+R = 4 sec)				Average Delay (sec/veh):				xxxxxx							
Optimal Cycle:	180				Level Of Service:				F							
Street Name:	SEPULVEDA BL.								IMPERIAL HWY							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	3	0 1	2	0	3	1 0	2	0	3	0 1	2	0	3	0 1
Volume Module:																
Base Vol:	181	1913	1192		320	1921	40		173	463	183		255	357	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	1913	1192		320	1921	40		173	463	183		255	357	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	1913	1192		320	1921	40		173	463	183		255	357	340	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	181	1913	1192		320	1921	40		173	463	183		255	357	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	1913	1192		352	1921	40		190	463	183		281	357	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	5388	112		2750	4125	1375		2750	4125	1375	
Capacity Analysis Module:																
Vol/Sat:	0.13	0.46	0.87		0.13	0.36	0.36		0.07	0.11	0.13		0.10	0.09	0.25	
Crit Vol:			1192		176				95						340	
Crit Moves:			****		****				****						****	

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

Intersection #73 IMPERIAL HWY @ NASH ST.

Cycle (sec):	100				Critical Vol./Cap. (X):				0.423							
Loss Time (sec):	0 (Y+R = 4 sec)				Average Delay (sec/veh):				xxxxxx							
Optimal Cycle:	32				Level Of Service:				A							
Street Name:	FWY 105 OFF RAMP/ NASH STREET								IMPERIAL HWY.							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Permitted				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	960	60		61	964	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	960	60		61	964	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	960	60		61	964	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	75	0	97		179	197	199		0	960	60		61	964	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	960	60		67	964	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	2.82	0.18		2.00	3.00	0.00	
Final Sat.:	1425	0	2850		1827	1832	2042		0	4024	251		2850	4275	0	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.00	0.04		0.11	0.11	0.11		0.00	0.24	0.24		0.02	0.23	0.00	
Crit Vol:	75				154					340			34			
Crit Moves:	****				****					****			****			

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

Intersection #74 IMPERIAL HWY. @ 105 RAMP

Cycle (sec):	100				Critical Vol./Cap. (X):				0.732						
Loss Time (sec):	0 (Y+R = 4 sec)				Average Delay (sec/veh):				xxxxxx						
Optimal Cycle:	69				Level Of Service:				C						
Street Name:	/ 105 RAMP								IMPERIAL HWY.						
Approach:	North Bound				South Bound				East Bound				West Bound		
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T - R
Control:	Split Phase				Split Phase				Permitted				Protected		
Rights:	Ovl				Ovl				Include				Include		
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0
Lanes:	2	0	0	0 2	0	0	0	0 0	0	0	2	1 1	2	0	2 0 0
Volume Module:															
Base Vol:	464	0	571		0	0	0		0	1107	890		378	633	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	571		0	0	0		0	1107	890		378	633	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	571		0	0	0		0	1107	890		378	633	0
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0
Reduced Vol:	464	0	571		0	0	0		0	1107	890		378	633	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	628		0	0	0		0	1107	979		416	633	0
Saturation Flow Module:															
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
Lanes:	2.00	0.00	2.00		0.00	0.00	0.00		0.00	2.12	1.88		2.00	2.00	0.00
Final Sat.:	2850	0	2850		0	0	0		0	3025	2675		2850	2850	0
Capacity Analysis Module:															
Vol/Sat:	0.18	0.00	0.22		0.00	0.00	0.00		0.00	0.37	0.37		0.15	0.22	0.00
Crit Vol:			314			0				522			208		
Crit Moves:			****							****			****		

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

Intersection #75 IMPERIAL HWY. @ 405 NORTH RAMP

Cycle (sec):	100				Critical Vol./Cap. (X):				0.622						
Loss Time (sec):	0 (Y+R = 4 sec)				Average Delay (sec/veh):				xxxxxx						
Optimal Cycle:	49				Level Of Service:				B						
Street Name:	405 NORTH RAMP								IMPERIAL HWY						
Approach:	North Bound				South Bound				East Bound				West Bound		
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T - R
Control:	Split Phase				Split Phase				Permitted				Permitted		
Rights:	Include				Include				Ignore				Ignore		
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0
Lanes:	1	0	1! 0	0	0	0	0	0 0	0	0	2	1 1	0	0	2 1 1
Volume Module:															
Base Vol:	268	0	228		0	0	0		0	1876	390		0	456	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:	268	0	228		0	0	0		0	1876	390		0	456	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:	268	0	228		0	0	0		0	1876	0		0	456	0
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0
Reduced Vol:	268	0	228		0	0	0		0	1876	0		0	456	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.:	295	0	228		0	0	0		0	1876	0		0	456	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:	1.13	xxxx	0.87		0.00	0.00	0.00		0.00	3.00	1.00		0.00	3.00	1.00
Final Sat.:	1607	0	1243		0	0	0		0	4275	1425		0	4275	1425
Capacity Analysis Module:															
Vol/Sat:	0.18	0.00	0.18		0.00	0.00	0.00		0.00	0.44	0.00		0.00	0.11	0.00
Crit Vol:			261			0				625			0		
Crit Moves:			****							****			****		

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                        Level Of Service Computation Report
                  Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #89 La CIENEGA BLVD. @ LENNOX BLVD
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.497
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   921     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   921     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   921     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   921     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   921     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 4270     5     0     0     0  2850     0  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.29  0.29  0.16 0.22  0.22  0.00 0.00  0.00  0.03 0.00  0.05
Crit Vol:         409         227                     0                      73
Crit Moves:      ****        ****                                           ****
********************************************************************************
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2010 w/ Project-Scenario 4 PM Peak
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                                    TBIT RP
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                        Level Of Service Computation Report
                  Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #94 La CIENEGA BLVD. @ 111TH STREET
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.677
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       58               Level Of Service:                    B
********************************************************************************
Street Name:         La CIENEGA BLVD.                 / 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:      166   593     0     0   892   132   205     0   458     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:   166   593     0     0   892   132   205     0   458     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:    166   593     0     0   892   132   205     0   458     0     0     0
Reduct Vol:      0     0     0     0     0     0     0     0     0     0     0     0
Reduced Vol:   166   593     0     0   892   132   205     0   458     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.:    166   593     0     0   892   132   226     0   458     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 2.61  0.39  2.00 0.00  1.00  0.00 0.00  0.00
Final Sat.:  1425 2850     0     0 3724   551  2850     0  1425     0     0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.12 0.21  0.00  0.00 0.24  0.24  0.08 0.00  0.32  0.00 0.00  0.00
Crit Vol:     166                 341                    458           0
Crit Moves:  ****                ****                   ****
********************************************************************************
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                        Level Of Service Computation Report
                Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #96 La CIENEGA BLVD. @ 405 S/B RAPM
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.686
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       59               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   652   210    173   732     0      0     0     0    710     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  1.00
Initial Bse:    0   652   210    173   732     0      0     0     0    710     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  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00  1.00 1.00  1.00
PHF Volume:     0   652   210    173   732     0      0     0     0    710     0   175
Reduct Vol:     0     0     0      0     0     0      0     0     0      0     0     0
Reduced Vol:    0   652   210    173   732     0      0     0     0    710     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  1.00
MLF Adj:     1.00 1.00  1.10  1.00 1.00  1.00  1.00 1.00  1.00  1.10  1.00 1.00  1.00
Final Vol.:     0   652   231    173   732     0      0     0     0    781     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  1.63 0.00  0.37
Final Sat.:     0 2850  1425  1425 2850     0      0     0     0 2328     0   522
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.23  0.16  0.12 0.26  0.00  0.00 0.00  0.00  0.34 0.00  0.34
Crit Vol:          326         173                    0                    478
Crit Moves:       ****        ****                                        ****
********************************************************************************
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                        Level Of Service Computation Report
                Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #97 La CIENEGA BLVD. @ 405 S/B RAMP
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.569
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       53               Level Of Service:                    A
********************************************************************************
Street Name:         La CIENEGA BLVD.                  405 S/B RAMP
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------||---------------||---------------||---------------||---------------|
Control:        Protected        Protected      Split Phase      Split Phase
Rights:           Include          Include          Include          Ovl
Min. Green:     0     0     0      0     0     0      0     0     0      0     0     0
Lanes:        0  0  1  1  0    2  0  1  1  0    0  0  1! 0  0    0  0  0  0  2
------------||---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0   644    35    804  900     5      0     0     0      0     0   521
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00  1.00 1.00  1.00
Initial Bse:    0   644    35    804  900     5      0     0     0      0     0   521
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  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   644    35    804  900     5      0     0     0      0     0   521
Reduct Vol:     0     0     0      0    0     0      0     0     0      0     0     0
Reduced Vol:    0   644    35    804  900     5      0     0     0      0     0   521
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  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 1.00  1.10
Final Vol.:     0   644    35    884  900     5      0     0     0      0     0   573
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  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  0.32 0.33  0.33  0.00 0.00  0.00  0.00 0.00  0.21
Crit Vol:          340         442                    0                      0
Crit Moves:       ****        ****                                        ****
********************************************************************************
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2010 w/ Project-Scenario 4 PM Peak

TBIT RP

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

Intersection #98 La CIENEGA BLVD. @ 405 S/B RAMP

Cycle (sec): 100 Critical Vol./Cap. (X): 0.362
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Street Name:	La CIENEGA BLVD.						405 S/B RAMP					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 1	1 0	2	1 0	0 0	0	0 1	2 0	0	0 1
Volume Module:												
Base Vol:	0	568	72	112	954	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	112	954	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	112	954	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	112	954	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	112	954	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	4257	18	0	0	1425	2850	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.05	0.08	0.22	0.22	0.00	0.00	0.02	0.06	0.00	0.07
Crit Vol:		284		112					29	91		
Crit Moves:		****		****					****	****		

2010 w/ Project-Scenario 4 PM Peak

TBIT RP

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

Intersection #101 SEPULVEDA BLVD. @ LA TIJERA BLVD.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.736
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 86 Level Of Service: C

Street Name:	Sepulveda Boulevard						La Tijera Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3	0 1	1 0	3	0 1	1 0	2	0 1	1 0	1	1 0
Volume Module:												
Base Vol:	148	1505	182	66	1243	94	116	485	86	207	394	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	148	1505	182	66	1243	94	116	485	86	207	394	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	148	1505	182	66	1243	94	116	485	86	207	394	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	1505	182	66	1243	94	116	485	86	207	394	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	148	1505	182	66	1243	94	116	485	86	207	394	62
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	1.73	0.27
Final Sat.:	1375	4125	1375	1375	4125	1375	1375	2750	1375	1375	2376	374
Capacity Analysis Module:												
Vol/Sat:	0.11	0.36	0.13	0.05	0.30	0.07	0.08	0.18	0.06	0.15	0.17	0.17
Crit Vol:	148				414			242		207		
Crit Moves:	****				****			****		****		

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2010 w/ Project-Scenario 4 PM Peak
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                                    TBIT RP
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                        Level Of Service Computation Report
                Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #108 SEPULVEDA BLVD. @ LINCOLN BLVD.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.827
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      107               Level Of Service:                  D
********************************************************************************
Street Name:       SEPULVEDA BOULEVARD              LINCOLN BOULEVARD
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|--------------||--------------||--------------||--------------|
Control:         Protected         Permitted         Permitted         Permitted
Rights:            Include           Include           Include           Include
Min. Green:      0    0    0      0    0    0      0    0    0      0    0    0
Lanes:         4  0  2  1  0      0  0  3  1  0      0  0  0  0  4      0  0  0  0  1
-----------|--------------||--------------||--------------||--------------|
Volume Module:
Base Vol:     1390 1891   351      0 1682    14      0    0 1353      0    0    6
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse: 1390 1891   351      0 1682    14      0    0 1353      0    0    6
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:  1390 1891   351      0 1682    14      0    0 1353      0    0    6
Reduct Vol:     0    0     0      0    0     0      0    0    0      0    0    0
Reduced Vol: 1390 1891   351      0 1682    14      0    0 1353      0    0    6
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.10  1.00 1.00  1.00
Final Vol.:  1529 1891   351      0 1682    14      0    0 1488      0    0    6
-----------|--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       4.00 2.53  0.47  0.00 3.97  0.03  0.00 0.00  4.00  0.00 0.00  1.00
Final Sat.:  5700 3606   669      0 5653    47      0    0 5700      0    0 1425
-----------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:     0.27 0.52  0.52  0.00 0.30  0.30  0.00 0.00  0.26  0.00 0.00  0.00
Crit Vol:     382                424                 372     0
Crit Moves:  ****               ****               ****  ****
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2010 w/ Project-Scenario 4 PM Peak
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                                    TBIT RP
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                        Level Of Service Computation Report
                Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #114 SEPULVEDA BLVD. @ MANCHESTER AVE.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.997
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180               Level Of Service:                  E
********************************************************************************
Street Name:       Sepulveda Boulevard              Manchester Avenue
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|--------------||--------------||--------------||--------------|
Control:       Prot+Permit       Prot+Permit       Protected       Prot+Permit
Rights:            Include           Include           Include           Include
Min. Green:      0    0    0      0    0    0      0    0    0      0    0    0
Lanes:         1  0  3  0  1      1  0  3  0  1      2  0  2  0  1      1  0  2  0  1
-----------|--------------||--------------||--------------||--------------|
Volume Module:
Base Vol:      111 1543    87    248 1279   272    217 1031   101     93  869   196
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   111 1543    87    248 1279   272    217 1031   101     93  869   196
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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 1543    87    248 1279   272    217 1031   101     93  869   196
Reduct Vol:      0    0     0      0    0     0      0    0    0      0    0    0
Reduced Vol:   111 1543    87    248 1279   272    217 1031   101     93  869   196
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  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.:    111 1543    87    248 1279   272    239 1031   101     93  869   196
-----------|--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  1.00  1.00 3.00  1.00  2.00 2.00  1.00  1.00 2.00  1.00
Final Sat.:  1375 4125  1375  1375 4125  1375  2750 2750  1375  1375 2750  1375
-----------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:     0.08 0.37  0.06  0.18 0.31  0.20  0.09 0.37  0.07  0.07 0.32  0.14
Crit Vol:       514         248                 516          93
Crit Moves:    ****        ****                ****         ****
********************************************************************************
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TBIT RP

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

Intersection #123 WESTCHESTER PARKWAY @ PERSHING DRIVE

Cycle (sec): 100 Critical Vol./Cap. (X): 0.468
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Street Name:	Pershing Drive						Westchester Parkway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2 0 1	1	0	2 0 0	0	0	0 0 0	2	0	0 0 1
Volume Module:												
Base Vol:	0	569	362	80	497	0	0	0	0	410	0	118
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	569	362	80	497	0	0	0	0	410	0	118
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	569	362	80	497	0	0	0	0	410	0	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	569	362	80	497	0	0	0	0	410	0	118
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	0	569	362	80	497	0	0	0	0	451	0	118
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	2850	1425	1425	2850	0	0	0	0	2850	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.25	0.06	0.17	0.00	0.00	0.00	0.00	0.16	0.00	0.08
Crit Vol:			362	80				0		226		
Crit Moves:			****	****						****		

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2010 w/ Project-Scenario 4 PM Peak

TBIT RP

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

Intersection #135 SEPULVEDA BLVD. @ WESTCHESTER PARKWAY

Cycle (sec): 100 Critical Vol./Cap. (X): 0.722
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 82 Level Of Service: C

Street Name:	Sepulveda Boulevard						Westchester Parkway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	3 0 1	1	0	3 0 1	1	0	1 1 0	1	0	1 1 0
Volume Module:												
Base Vol:	176	1566	63	139	1404	47	100	204	107	185	324	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	176	1566	63	139	1404	47	100	204	107	185	324	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	176	1566	63	139	1404	47	100	204	107	185	324	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	176	1566	63	139	1404	47	100	204	107	185	324	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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.:	176	1566	63	139	1404	47	100	204	107	185	324	140
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.31	0.69	1.00	1.40	0.60
Final Sat.:	1375	4125	1375	1375	4125	1375	1375	1804	946	1375	1920	830
Capacity Analysis Module:												
Vol/Sat:	0.13	0.38	0.05	0.10	0.34	0.03	0.07	0.11	0.11	0.13	0.17	0.17
Crit Vol:		522		139			100				232	
Crit Moves:		****		****			****				****	

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2010 w/ Project-Scenario 4 PM Peak

TBIT RP

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

Intersection #136 SEPULVEDA @ 76th/77th STREET

Cycle (sec): 100 Critical Vol./Cap. (X): 0.617
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: B

Street Name:	Sepulveda Boulevard						76th/77th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 3	0 1	1	0 3	0 1	2	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	37	1856	34	114	1954	301	208	56	73	36	59	78
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	1856	34	114	1954	301	208	56	73	36	59	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	37	1856	34	114	1954	301	208	56	73	36	59	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	1856	34	114	1954	301	208	56	73	36	59	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
Final Vol.:	37	1856	34	114	1954	301	229	56	73	36	59	78
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1500	4500	1500	1500	4500	1500	3000	1500	1500	1500	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.02	0.41	0.02	0.08	0.43	0.20	0.08	0.04	0.05	0.02	0.04	0.05
Crit Vol:		619			114		114					78
Crit Moves:		****			****		****					****

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2010 w/ Project-Scenario 4 PM Peak

TBIT RP

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

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

Cycle (sec): 100 Critical Vol./Cap. (X): 0.609
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: B

Street Name:	Sepulveda Boulevard						79th/80th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	1 0	1	0 3	0 1	1	0 1	0 1	1	0 0	1 0
Volume Module:												
Base Vol:	95	1839	27	62	1784	201	117	91	60	23	78	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	95	1839	27	62	1784	201	117	91	60	23	78	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	95	1839	27	62	1784	201	117	91	60	23	78	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	1839	27	62	1784	201	117	91	60	23	78	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	95	1839	27	62	1784	201	117	91	60	23	78	29
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.96	0.04	1.00	3.00	1.00	1.00	1.00	1.00	1.00	0.73	0.27
Final Sat.:	1500	4435	65	1500	4500	1500	1500	1500	1500	1500	1093	407
Capacity Analysis Module:												
Vol/Sat:	0.06	0.41	0.41	0.04	0.40	0.13	0.08	0.06	0.04	0.02	0.07	0.07
Crit Vol:		95			595		117				107	
Crit Moves:		****			****		****				****	

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2010 w/ Project-Scenario 4 PM Peak

TBIT RP

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

Intersection #138 SEPULVEDA BLVD. @ 83rd STREET

Cycle (sec):	100			Critical Vol./Cap. (X):			0.557								
Loss Time (sec):	0 (Y+R = 4 sec)			Average Delay (sec/veh):			xxxxxx								
Optimal Cycle:	32			Level Of Service:			A								
Street Name:	Sepulveda Boulevard							83rd Street							
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R			
Control:	Permitted			Permitted			Permitted			Permitted					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	0 2	1 0	1	0 2	1 0	0	0 1!	0 0	1	0 0	1 0			
Volume Module:															
Base Vol:	68	1841	14	36	1693	74	59	73	37	9	41	26			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	68	1841	14	36	1693	74	59	73	37	9	41	26			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	68	1841	14	36	1693	74	59	73	37	9	41	26			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	68	1841	14	36	1693	74	59	73	37	9	41	26			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Final Vol.:	68	1841	14	36	1693	74	59	73	37	9	41	26			
Saturation Flow Module:															
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	1.00	2.98	0.02	1.00	2.87	0.13	0.35	0.43	0.22	1.00	0.61	0.39			
Final Sat.:	1500	4466	34	1500	4312	188	524	648	328	1500	918	582			
Capacity Analysis Module:															
Vol/Sat:	0.05	0.41	0.41	0.02	0.39	0.39	0.11	0.11	0.11	0.01	0.04	0.04			
Crit Vol:	68			589			169			9					
Crit Moves:	****			****			****			****					

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2010 w/ Project-Scenario 4 PM Peak

TBIT RP

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

Intersection #1000 La CIENEGA BLVD. @ 104 TH STREET

Cycle (sec):	100			Critical Vol./Cap. (X):			0.444								
Loss Time (sec):	0 (Y+R = 4 sec)			Average Delay (sec/veh):			xxxxxx								
Optimal Cycle:	33			Level Of Service:			A								
Street Name:	La CIENEGA BLVD.							104 TH STREET							
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R			
Control:	Prot+Permit			Permitted			Permitted			Permitted					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	0 1	1 0	1	0 2	1 0	1	0 1	0 1	0	0 1	0 0			
Volume Module:															
Base Vol:	105	577	22	22	832	21	118	9	244	0	1	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	577	22	22	832	21	118	9	244	0	1	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	577	22	22	832	21	118	9	244	0	1	0			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	105	577	22	22	832	21	118	9	244	0	1	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	577	22	22	832	21	118	9	244	0	1	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	1.93	0.07	1.00	2.93	0.07	1.00	1.00	1.00	0.00	1.00	0.00			
Final Sat.:	1425	2745	105	1425	4170	105	1425	1425	1425	0	1425	0			
Capacity Analysis Module:															
Vol/Sat:	0.07	0.21	0.21	0.02	0.20	0.20	0.08	0.01	0.17	0.00	0.00	0.00			
Crit Vol:	105			284					244	0					
Crit Moves:	****			****					****	****					

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```
 2008 w/ Project-Scenario 1 AM Peak
--------------------------------------------------------------------------------
                                  TBIT RP
--------------------------------------------------------------------------------
                              Scenario Report
Scenario:             2008 w/ Project-Scenario 1-AM Peak(6:00-7:00 AM)

Command:              Delivery
Volume:               Delivery
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
```



```
2008 w/ Project-Scenario 1 AM Peak
--------------------------------------------------------------------------------
                                  TBIT RP
--------------------------------------------------------------------------------
                    Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #14 AVIATION BLVD. @ CENTURY BLVD.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.540
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       50               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 1163    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 1163    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 1163    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 1163    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 1163    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 5093   407
-----------|---------------||---------------||---------------||---------------|
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:  ****                ****        ****                ****
********************************************************************************
```

```
2008 w/ Project-Scenario 1 AM Peak
--------------------------------------------------------------------------------
                                    TBIT RP
--------------------------------------------------------------------------------
                        Level Of Service Computation Report
                 Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #16 IMPERIAL HWY. @ AVIATION BL.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.593
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:      167  396    90   130  220   104    67  190    59   219  761   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:   167  396    90   130  220   104    67  190    59   219  761   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:    167  396    90   130  220   104    67  190    59   219  761   581
Reduct Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   167  396    90   130  220   104    67  190    59   219  761   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.:    184  396    90   143  220   114    74  190    59   241  761   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:     0.07 0.14  0.07  0.05 0.08  0.08  0.03 0.06  0.06  0.09 0.18  0.42
Crit Vol:         198          0             37                         581
Crit Moves:      ****         ****          ****                       ****
********************************************************************************
```

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2008 w/ Project-Scenario 1 AM Peak
--------------------------------------------------------------------------------
                                    TBIT RP
--------------------------------------------------------------------------------
                        Level Of Service Computation Report
                 Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #19 AVIATION BLVD. @ 111TH
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.423
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       40               Level Of Service:                  A
********************************************************************************
Street Name:           AVIATION BLVD.                  111TH STREET
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|--------------||--------------||--------------||--------------|
Control:         Protected        Protected        Protected        Protected
Rights:            Ovl              Include          Include          Ovl
Min. Green:      0    0    0      0    0    0      0    0    0      0    0    0
Lanes:        1  0  1  1  0    1  0  1  1  0    1  0  0  1  0    1  0  1  1  0
------------|--------------||--------------||--------------||--------------|
Volume Module:
Base Vol:       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:     1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  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.:  1375 2597   153  1375 2559   191  1375  526   849  1375 1375  1375
------------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.35  0.35  0.04 0.21  0.21  0.02 0.02  0.02  0.02 0.02  0.05
Crit Vol:         475          56             26                          25
Crit Moves:      ****         ****           ****                        ****
********************************************************************************
```

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2008 w/ Project-Scenario 1 AM Peak

TBIT RP

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

Intersection #36 La CIENEGA BLVD. @ CENTURY BLVD

Cycle (sec): 100 Critical Vol./Cap. (X): 0.462
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	361
Growth Adj:	1.00	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	361
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	361
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	361
PCE Adj:	1.00	1.00	1.00	1.00	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	361
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	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	0.26
Crit Vol:	111				153			65			307	
Crit Moves:	****				****		****				****	

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2008 w/ Project-Scenario 1 AM Peak

TBIT RP

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

Intersection #39 CENTURY BLVD. @ 405 N/B RAMP

Cycle (sec): 100 Critical Vol./Cap. (X): 0.518
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Street Name:	405 NORTH OFF RAMP						CENTURY BLVD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	0	0 1	0	0	0 0 1	1 0	2	1 1	0	0 2	1 0
Volume Module:												
Base Vol:	682	0	106	0	0	24	7	350	251	0	1106	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	1106	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	1106	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	1106	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	1106	6
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	1.00	1.00	2.24	1.76	0.00	2.98	0.02
Final Sat.:	3000	0	1500	0	0	1500	1500	3354	2646	0	4476	24
Capacity Analysis Module:												
Vol/Sat:	0.25	0.00	0.07	0.00	0.00	0.02	0.00	0.10	0.10	0.00	0.25	0.25
Crit Vol:	375					24	7				371	
Crit Moves:	****					****	****				****	

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2008 w/ Project-Scenario 1 AM Peak

TBIT RP

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

Intersection #47 IMPERIAL HWY. @ DOUGLAS ST.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.263
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Street Name:	DOUGLAS STREET						IMPERIAL HWY.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	0 2	1	0 1!	0 1	1	0 2	1 0	2	0 2	1 0
Volume Module:												
Base Vol:	41	9	54	12	3	11	19	285	58	74	832	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:	41	9	54	12	3	11	19	285	58	74	832	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:	41	9	54	12	3	11	19	285	58	74	832	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	9	54	12	3	11	19	285	58	74	832	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.:	41	9	59	13	3	12	19	285	58	81	832	46
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	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	2.84	0.16
Final Sat.:	1375	1375	2750	1924	437	1764	1375	3427	698	2750	3909	216
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	0.21	0.21
Crit Vol:	41			9			19			293		
Crit Moves:	****			****			****			****		

2008 w/ Project-Scenario 1 AM Peak

TBIT RP

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

Intersection #65 SEPULVEDA @ H. HUGHES PARKWAY

Cycle (sec): 100 Critical Vol./Cap. (X): 0.326
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 21 Level Of Service: A

Street Name:	Sepulveda Boulevard						H. Hughes Parkway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 4	0 1	2	0 3	0 0	0	0 0	0 0	3	0 0	0 1
Volume Module:												
Base Vol:	0	1123	540	91	397	0	0	0	0	352	0	158
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1123	540	91	397	0	0	0	0	352	0	158
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1123	0	91	397	0	0	0	0	352	0	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1123	0	91	397	0	0	0	0	352	0	158
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	0	1123	0	100	397	0	0	0	0	387	0	158
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.00	1.00	2.00	3.00	0.00	0.00	0.00	0.00	3.00	0.00	1.00
Final Sat.:	0	6000	1500	3000	4500	0	0	0	0	4500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.00	0.03	0.09	0.00	0.00	0.00	0.00	0.09	0.00	0.11
Crit Vol:		281		50			0					158
Crit Moves:		****		****								****

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TBIT RP

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

Intersection #67 IMPERIAL HWY. @ La CIENEGA BLVD.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.290
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			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 1	1 1	2	0 1	1 1	2	0 3	0 2	2	0 3	0 2
Volume Module:												
Base Vol:	59	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:	59	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:	59	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:	59	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.:	65	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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2008 w/ Project-Scenario 1 AM Peak

TBIT RP

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

Intersection #68 IMPERIAL HWY @MAIN STREET

Cycle (sec): 100 Critical Vol./Cap. (X): 0.480
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	632	92	251	1102	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	632	92	251	1102	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	632	92	251	1102	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	209	0	0	2	0	0	0	632	92	251	1102	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	632	92	251	1102	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	0.39	0.00
Crit Vol:	115			2				316		251		
Crit Moves:	****			****				****		****		

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2008 w/ Project-Scenario 1 AM Peak
--------------------------------------------------------------------------------
                                    TBIT RP
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                        Level Of Service Computation Report
                 Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #69 IMPERIAL HWY @ PERSHING DR.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.774
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180               Level Of Service:                    C
********************************************************************************
Street Name:    PERSHING DR./HYPERION DWY.              IMPERIAL HWY
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|--------------||--------------||--------------||--------------|
Control:       Split Phase      Split Phase       Permitted        Permitted
Rights:            Include          Include          Include          Ovl
Min. Green:      0     0     0      0     0     0      0     0     0      0     0     0
Lanes:         0  0  1! 0  0     1  1  0  1  0     2  0  1  1  0     1  0  2  0  1
-----------|--------------||--------------||--------------||--------------|
Volume Module:
Base Vol:        1     0     1    508    2    41    132  240     4      8  249  1029
Growth Adj:   1.00 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    508    2    41    132  240     4      8  249  1029
User Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00   1.00 1.00  1.00
PHF Adj:      1.00 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    508    2    41    132  240     4      8  249  1029
Reduct Vol:      0     0     0      0    0     0      0    0     0      0    0     0
Reduced Vol:     1     0     1    508    2    41    132  240     4      8  249  1029
PCE Adj:      1.00 1.00  1.00  1.00 1.00  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    559    2    41    145  240     4      8  249  1029
-----------|--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:     1425 1425  1425  1425 1425  1425  1425 1425  1425   1425 1425  1425
Adjustment:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00   1.00 1.00  1.00
Lanes:        0.50 0.00  0.50  2.00 0.05  0.95  2.00 1.97  0.03   1.00 2.00  1.00
Final Sat.:    713    0   713  2850   66  1359  2850 2803    47   1425 2850  1425
-----------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:      0.00 0.00  0.00  0.20 0.03  0.03  0.05 0.09  0.09   0.01 0.09  0.72
Crit Vol:                 2     0              73                          1029
Crit Moves:             ****  ****           ****                        ****
********************************************************************************
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2008 w/ Project-Scenario 1 AM Peak
--------------------------------------------------------------------------------
                                    TBIT RP
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                        Level Of Service Computation Report
                 Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #71 IMPERIAL HWY @ SEPULVEDA BL.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.579
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 1021   465   147 1331    20   125  188    94   151  279   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 1021   465   147 1331    20   125  188    94   151  279   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 1021   465   147 1331    20   125  188    94   151  279   182
Reduct Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    73 1021   465   147 1331    20   125  188    94   151  279   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 1021   465   162 1331    20   138  188    94   166  279   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 0.25  0.34  0.06 0.25  0.25  0.05 0.05  0.07   0.06 0.07  0.13
Crit Vol:                 465    81              69                          182
Crit Moves:             ****  ****           ****                        ****
********************************************************************************
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2008 w/ Project-Scenario 1 AM Peak

TBIT RP

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

Intersection #73 IMPERIAL HWY @ NASH ST.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.562
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 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
Volume Module:												
Base Vol:	7	0	15	213	757	370	0	350	64	145	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:	7	0	15	213	757	370	0	350	64	145	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:	7	0	15	213	757	370	0	350	64	145	731	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	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:	1.00	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	731	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	0.17	0.00
Crit Vol:			8		411			138			244	
Crit Moves:			****		****			****			****	

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

Intersection #74 IMPERIAL HWY. @ 105 RAMP

Cycle (sec): 100 Critical Vol./Cap. (X): 0.650
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: B

Street Name: / 105 RAMP IMPERIAL HWY.

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	0	0	2	0	0	0	0	0	0	2	1	1	2	0	2	0	0
Volume Module:												
Base Vol:	741	0	262	0	0	0	0	172	264	52	865	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	865	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	865	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	865	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	865	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	2.00	2.00	2.00	0.00
Final Sat.:	2850	0	2850	0	0	0	0	2850	2850	2850	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.29	0.00	0.10	0.00	0.00	0.00	0.00	0.06	0.10	0.02	0.30	0.00
Crit Vol:	408					0			86		433	
Crit Moves:	****							****			****	

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2008 w/ Project-Scenario 1 AM Peak
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                        Level Of Service Computation Report
                 Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #75 IMPERIAL HWY. @ 405 NORTH RAMP
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.276
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       26               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  726   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  726   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  726     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  726     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  726     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 0.17  0.00
Crit Vol:             151           0           0                  242
Crit Moves:           ****                ****                     ****
********************************************************************************
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2008 w/ Project-Scenario 1 AM Peak
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                                    TBIT RP
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                        Level Of Service Computation Report
                 Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #89 La CIENEGA BLVD. @ LENNOX BLVD
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.294
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:        ****         ****                                     ****
********************************************************************************
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #94 La CIENEGA BLVD. @ 111TH STREET

Cycle (sec): 100 Critical Vol./Cap. (X): 0.192
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			
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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TBIT RP

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

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

Cycle (sec): 100 Critical Vol./Cap. (X): 0.512
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			
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	261	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	261	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	261	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	261	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	261	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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2008 w/ Project-Scenario 1 AM Peak
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                                    TBIT RP
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                        Level Of Service Computation Report
                 Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #97 La CIENEGA BLVD. @ 405 S/B RAMP
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.308
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  400     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  400     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  400     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  400     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  400     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:       ****        ****                       ****             ****
********************************************************************************
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2008 w/ Project-Scenario 1 AM Peak
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                        Level Of Service Computation Report
                 Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #98 La CIENEGA BLVD. @ 405 S/B RAMP
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.243
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        Permitted       Split Phase      Split Phase
Rights:          Include          Include          Include          Include
Min. Green:      0    0    0      0    0    0      0    0    0      0    0    0
Lanes:        1  0  2  0  1    1  0  2  1  0    0  0  1! 0  0    2  0  0  0  1
-----------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:        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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2008 w/ Project-Scenario 1 AM Peak

TBIT RP

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

Intersection #101 SEPULVEDA BLVD. @ LA TIJERA BLVD.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.447
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name:	Sepulveda Boulevard						La Tijera Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	1 0	1	0 2	1 0	1	0 2	0 1	1	0 1	1 0
Volume Module:												
Base Vol:	75	1010	79	22	684	99	37	212	38	124	136	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	1010	79	22	684	99	37	212	38	124	136	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	75	1010	79	22	684	99	37	212	38	124	136	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	1010	79	22	684	99	37	212	38	124	136	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	75	1010	79	22	684	99	37	212	38	124	136	16
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.78	0.22	1.00	2.62	0.38	1.00	2.00	1.00	1.00	1.79	0.21
Final Sat.:	1375	3826	299	1375	3603	522	1375	2750	1375	1375	2461	289
Capacity Analysis Module:												
Vol/Sat:	0.05	0.26	0.26	0.02	0.19	0.19	0.03	0.08	0.03	0.09	0.06	0.06
Crit Vol:		363			22			106		124		
Crit Moves:		****			****			****		****		

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TBIT RP

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

Intersection #108 SEPULVEDA BLVD. @ LINCOLN BLVD.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.479
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						LINCOLN BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	4	0 2	1 0	0	0 3	1 0	0	0 0	0 4	0	0 0	0 1
Volume Module:												
Base Vol:	876	1270	207	0	851	2	0	0	693	0	0	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:	876	1270	207	0	851	2	0	0	693	0	0	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:	876	1270	207	0	851	2	0	0	693	0	0	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	876	1270	207	0	851	2	0	0	693	0	0	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:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00
Final Vol.:	964	1270	207	0	851	2	0	0	762	0	0	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:	4.00	2.58	0.42	0.00	3.99	0.01	0.00	0.00	4.00	0.00	0.00	1.00
Final Sat.:	5700	3676	599	0	5687	13	0	0	5700	0	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.17	0.35	0.35	0.00	0.15	0.15	0.00	0.00	0.13	0.00	0.00	0.00
Crit Vol:		492			213				191	0		
Crit Moves:		****							****	****		

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

Intersection #114 SEPULVEDA BLVD. @ MANCHESTER AVE.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.571
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: A

Street Name:	Sepulveda Boulevard						Manchester Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	1 0	1 0	2	1 0	2 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	64	1014	37	82	754	71	77	341	41	53	622	262
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	1014	37	82	754	71	77	341	41	53	622	262
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	64	1014	37	82	754	71	77	341	41	53	622	262
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	1014	37	82	754	71	77	341	41	53	622	262
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
Final Vol.:	64	1014	37	82	754	71	85	341	41	53	622	262
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.89	0.11	1.00	2.74	0.26	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1375	3980	145	1375	3770	355	2750	2750	1375	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.05	0.25	0.25	0.06	0.20	0.20	0.03	0.12	0.03	0.04	0.23	0.19
Crit Vol:		350			82			42			311	
Crit Moves:		****			****			****			****	

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TBIT RP

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

Intersection #123 WESTCHESTER PARKWAY @ PERSHING DRIVE

Cycle (sec): 100 Critical Vol./Cap. (X): 0.434
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Street Name:	Pershing Drive						Westchester Parkway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 1	1 0	2	0 0	0 0	0	0 0	2 0	0	0 1
Volume Module:												
Base Vol:	0	636	513	23	230	0	0	0	0	151	0	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	636	513	23	230	0	0	0	0	151	0	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	636	513	23	230	0	0	0	0	151	0	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	636	513	23	230	0	0	0	0	151	0	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	0	636	513	23	230	0	0	0	0	166	0	26
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	2850	1425	1425	2850	0	0	0	0	2850	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.36	0.02	0.08	0.00	0.00	0.00	0.00	0.06	0.00	0.02
Crit Vol:			513	23				0		83		
Crit Moves:			****	****						****		

2008 w/ Project-Scenario 1 AM Peak

TBIT RP

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

Intersection #135 SEPULVEDA BLVD. @ WESTCHESTER PARKWAY

Cycle (sec): 100 Critical Vol./Cap. (X): 0.401
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Street Name:	Sepulveda Boulevard						Westchester Parkway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	1 0	1	0 2	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	91	1007	27	64	771	98	9	114	34	67	177	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	91	1007	27	64	771	98	9	114	34	67	177	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	91	1007	27	64	771	98	9	114	34	67	177	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	1007	27	64	771	98	9	114	34	67	177	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	91	1007	27	64	771	98	9	114	34	67	177	90
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.92	0.08	1.00	2.66	0.34	1.00	1.54	0.46	1.00	1.33	0.67
Final Sat.:	1375	4017	108	1375	3660	465	1375	2118	632	1375	1823	927
Capacity Analysis Module:												
Vol/Sat:	0.07	0.25	0.25	0.05	0.21	0.21	0.01	0.05	0.05	0.05	0.10	0.10
Crit Vol:		345			64			9			133	
Crit Moves:		****			****			****			****	

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TBIT RP

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

Intersection #136 SEPULVEDA @ 76th/77th STREET

Cycle (sec): 100 Critical Vol./Cap. (X): 0.580
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Street Name:	Sepulveda Boulevard						76th/77th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	1 0	1	0 2	1 0	2	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	16	1397	10	20	836	71	384	27	30	12	21	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	1397	10	20	836	71	384	27	30	12	21	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	1397	10	20	836	71	384	27	30	12	21	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	1397	10	20	836	71	384	27	30	12	21	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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.:	16	1397	10	20	836	71	422	27	30	12	21	170
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.98	0.02	1.00	2.77	0.23	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1500	4468	32	1500	4148	352	3000	1500	1500	1500	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.01	0.31	0.31	0.01	0.20	0.20	0.14	0.02	0.02	0.01	0.01	0.11
Crit Vol:		469			20			211				170
Crit Moves:		****			****			****				****

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2008 w/ Project-Scenario 1 AM Peak
--------------------------------------------------------------------------------
                                    TBIT RP
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                        Level Of Service Computation Report
                Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #137 SEPULVEDA BLVD. @ 79th/80th STREET
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.491
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       28               Level Of Service:                    A
********************************************************************************
Street Name:       Sepulveda Boulevard                79th/80th Street
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|--------------||--------------||--------------||--------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:           Include          Include          Include          Include
Min. Green:     0    0    0      0    0    0      0    0    0      0    0    0
Lanes:        1  0  2  1  0    1  0  3  0  1    1  0  1  0  1    1  0  0  1  0
-----------|--------------||--------------||--------------||--------------|
Volume Module:
Base Vol:      58 1389     6    17  810    74    74   54    39     9  111    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:   58 1389     6    17  810    74    74   54    39     9  111    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:    58 1389     6    17  810    74    74   54    39     9  111    70
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   58 1389     6    17  810    74    74   54    39     9  111    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  1.00 1.00  1.00
Final Vol.:    58 1389     6    17  810    74    74   54    39     9  111    70
-----------|--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.99  0.01  1.00 3.00  1.00  1.00 1.00  1.00  1.00 0.61  0.39
Final Sat.:  1500 4481    19  1500 4500  1500  1500 1500  1500  1500  920   580
-----------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.31  0.31  0.01 0.18  0.05  0.05 0.04  0.03  0.01 0.12  0.12
Crit Vol:          465         17              74                   181
Crit Moves:       ****        ****            ****                 ****
********************************************************************************
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2008 w/ Project-Scenario 1 AM Peak
--------------------------------------------------------------------------------
                                    TBIT RP
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                        Level Of Service Computation Report
                Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #138 SEPULVEDA BLVD. @ 83rd STREET
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.378
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       23               Level Of Service:                    A
********************************************************************************
Street Name:       Sepulveda Boulevard                83rd Street
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|--------------||--------------||--------------||--------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:           Include          Include          Include          Include
Min. Green:     0    0    0      0    0    0      0    0    0      0    0    0
Lanes:        1  0  2  1  0    1  0  2  1  0    0  0  1! 0  0    1  0  0  1  0
-----------|--------------||--------------||--------------||--------------|
Volume Module:
Base Vol:      17 1283     3    18  782    34    36   42    29    14   52    23
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   17 1283     3    18  782    34    36   42    29    14   52    23
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    17 1283     3    18  782    34    36   42    29    14   52    23
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   17 1283     3    18  782    34    36   42    29    14   52    23
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:    17 1283     3    18  782    34    36   42    29    14   52    23
-----------|--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.99  0.01  1.00 2.88  0.12  0.34 0.39  0.27  1.00 0.69  0.31
Final Sat.:  1500 4490    10  1500 4313   188   505  589   407  1500 1040   460
-----------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.29  0.29  0.01 0.18  0.18  0.07 0.07  0.07  0.01 0.05  0.05
Crit Vol:          429         18              107                  14
Crit Moves:       ****        ****            ****                 ****
********************************************************************************
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2008 w/ Project-Scenario 1 AM Peak

TBIT RP

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

Intersection #1000 La CIENEGA BLVD. @ 104 TH STREET

Cycle (sec):	100			Critical Vol./Cap. (X):			0.226				
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			Include			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	1 0	1	0 2	1 0	1	0 1	0 1	0	0 1!	0 0
Volume Module:												
Base Vol:	155	424	14	17	330	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	330	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	330	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	330	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	330	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	2.67	0.33	1.00	1.00	1.00	0.60	0.20	0.20
Final Sat.:	1425	2759	91	1425	3803	472	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				124				40	3		
Crit Moves:	****				****				****	****		

2008 w/ Project-Scenario 1 PM Peak

TBIT RP

Scenario Report

Scenario:	2008 w/ Project-Scenario 1-PM Peak(3:30-4:30 PM)
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

2008 w/ Project-Scenario 1 PM Peak

TBIT RP

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

Intersection #14 AVIATION BLVD. @ CENTURY BLVD.

Cycle (sec):	100			Critical Vol./Cap. (X):			0.827								
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	1234	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	1234	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	1234	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	1234	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	1234	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:	****			****			****			****					

2008 w/ Project-Scenario 1 PM Peak

TBIT RP

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

Intersection #16 IMPERIAL HWY. @ AVIATION BL.

Cycle (sec):	100			Critical Vol./Cap. (X):			0.772								
Loss Time (sec):	0 (Y+R = 4 sec)			Average Delay (sec/veh):			xxxxxx								
Optimal Cycle:	100			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	457	320	427	547	106	220	1176	258	219	430	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:	169	457	320	427	547	106	220	1176	258	219	430	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:	169	457	320	427	547	106	220	1176	258	219	430	345			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	169	457	320	427	547	106	220	1176	258	219	430	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.:	186	457	320	470	547	117	242	1176	258	241	430	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	2.46	0.54	2.00	3.00	1.00			
Final Sat.:	2750	2750	1375	2750	2750	1375	2750	3383	742	2750	4125	1375			
Capacity Analysis Module:															
Vol/Sat:	0.07	0.17	0.23	0.17	0.20	0.08	0.09	0.35	0.35	0.09	0.10	0.25			
Crit Vol:	229			235			478			120					
Crit Moves:	****			****			****			****					

2008 w/ Project-Scenario 1 PM Peak

TBIT RP

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

Intersection #19 AVIATION BLVD. @ 111TH

Cycle (sec):	100			Critical Vol./Cap. (X):			0.558								
Loss Time (sec):	0	(Y+R =	4 sec)	Average Delay (sec/veh):			xxxxxx								
Optimal Cycle:	52			Level Of Service:			A								
Street Name:	AVIATION BLVD.							111TH STREET							
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R			
Control:	Protected			Protected			Protected			Protected					
Rights:	Ovl			Include			Include			Ovl					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 0	1 0	1	0 1	1 0			
Volume Module:															
Base Vol:	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:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375			
Adjustment:	1.00	1.00	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.:	1375	2480	270	1375	2561	189	1375	1002	373	1375	1375	1375			
Capacity Analysis Module:															
Vol/Sat:	0.01	0.36	0.36	0.06	0.43	0.43	0.05	0.08	0.08	0.04	0.04	0.09			
Crit Vol:	19			588			107			53					
Crit Moves:	****			****			****			****					

2008 w/ Project-Scenario 1 PM Peak

TBIT RP

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

Intersection #36 La CIENEGA BLVD. @ CENTURY BLVD

Cycle (sec):	100			Critical Vol./Cap. (X):			0.991								
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	385	585	442	162	1208	794	112	751	234			
Growth Adj:	1.00	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	385	585	442	162	1208	794	112	751	234			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	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	385	585	442	162	1208	794	112	751	234			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	151	302	609	385	585	442	162	1208	794	112	751	234			
PCE Adj:	1.00	1.00	1.00	1.00	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	385	585	486	162	1208	794	112	751	234			
Saturation Flow Module:															
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375			
Adjustment:	1.00	1.00	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	3.05	0.95			
Final Sat.:	1375	2750	2750	1375	2750	2750	1375	4125	1375	1375	4193	1307			
Capacity Analysis Module:															
Vol/Sat:	0.11	0.11	0.24	0.28	0.21	0.18	0.12	0.29	0.58	0.08	0.18	0.18			
Crit Vol:			335	385					794	0					
Crit Moves:			****	****					****	****					

2008 w/ Project-Scenario 1 PM Peak

TBIT RP

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

Intersection #39 CENTURY BLVD. @ 405 N/B RAMP

Cycle (sec): 100 Critical Vol./Cap. (X): 0.551
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Street Name:	405 NORTH OFF RAMP						CENTURY BLVD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	0	0	1	0	0	0	0	1	1	0	2	1	1	0	0	2	1	0
Volume Module:												
Base Vol:	429	0	408	0	0	32	33	1557	616	0	895	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	1557	616	0	895	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	1557	616	0	895	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	429	0	408	0	0	32	33	1557	616	0	895	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	1557	678	0	895	17
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	1.00	1.00	2.79	1.21	0.00	2.94	0.06
Final Sat.:	3000	0	1500	0	0	1500	1500	4181	1819	0	4416	84
Capacity Analysis Module:												
Vol/Sat:	0.16	0.00	0.27	0.00	0.00	0.02	0.02	0.37	0.37	0.00	0.20	0.20
Crit Vol:	236					32		559			0	
Crit Moves:	****					****		****			****	

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2008 w/ Project-Scenario 1 PM Peak

TBIT RP

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

Intersection #47 IMPERIAL HWY. @ DOUGLAS ST.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.518
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: A

Street Name:	DOUGLAS STREET						IMPERIAL HWY.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	0	2	1	0	1!	0	1	1	0	2	1	0	2	0	2	1	0
Volume Module:												
Base Vol:	169	17	424	84	14	42	38	1121	41	29	598	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:	169	17	424	84	14	42	38	1121	41	29	598	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:	169	17	424	84	14	42	38	1121	41	29	598	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	169	17	424	84	14	42	38	1121	41	29	598	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.:	169	17	466	92	14	46	38	1121	41	32	598	35
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	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	2.89	0.11	2.00	2.83	0.17
Final Sat.:	1375	1375	2750	2498	252	1375	1375	3979	146	2750	3897	228
Capacity Analysis Module:												
Vol/Sat:	0.12	0.01	0.17	0.04	0.06	0.03	0.03	0.28	0.28	0.01	0.15	0.15
Crit Vol:			233		76			387			16	
Crit Moves:			****		****			****			****	

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

Intersection #65 SEPULVEDA @ H. HUGHES PARKWAY

Cycle (sec):	100			Critical Vol./Cap. (X):			0.713								
Loss Time (sec):	0	(Y+R =	4 sec)	Average Delay (sec/veh):			xxxxxx								
Optimal Cycle:	50			Level Of Service:			C								
Street Name:	Sepulveda Boulevard						H. Hughes Parkway								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R			
Control:	Permitted			Permitted			Permitted			Permitted					
Rights:	Ignore			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	0	0 4	0 1	2	0 3	0 0	0	0 0	0 0	3	0 0	0 1			
Volume Module:															
Base Vol:	0	1603	532	553	1722	0	0	0	0	491	0	364			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	0	1603	532	553	1722	0	0	0	0	491	0	364			
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	0	1603	0	553	1722	0	0	0	0	491	0	364			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	0	1603	0	553	1722	0	0	0	0	491	0	364			
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	0.00	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00			
Final Vol.:	0	1603	0	608	1722	0	0	0	0	540	0	364			
Saturation Flow Module:															
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	0.00	4.00	1.00	2.00	3.00	0.00	0.00	0.00	0.00	3.00	0.00	1.00			
Final Sat.:	0	6000	1500	3000	4500	0	0	0	0	4500	0	1500			
Capacity Analysis Module:															
Vol/Sat:	0.00	0.27	0.00	0.20	0.38	0.00	0.00	0.00	0.00	0.12	0.00	0.24			
Crit Vol:		401		304			0					364			
Crit Moves:		****		****								****			

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

Intersection #67 IMPERIAL HWY. @ La CIENEGA BLVD.

Cycle (sec):	100			Critical Vol./Cap. (X):			0.638								
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			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	2	0 1	1 1	2	0 1	1 1	2	0 3	0 2	2	0 3	0 2			
Volume Module:															
Base Vol:	75	203	601	337	469	349	200	1008	234	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	234	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	234	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	234	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	257	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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2008 w/ Project-Scenario 1 PM Peak
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                                    TBIT RP
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                        Level Of Service Computation Report
                 Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #68 IMPERIAL HWY @MAIN STREET
********************************************************************************
Cycle (sec):        100              Critical Vol./Cap. (X):        0.897
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180              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:      221     0   379      2     0     0     0  1230   290   539   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:   221     0   379      2     0     0     0  1230   290   539   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:    221     0     0      2     0     0     0  1230   290   539   933     0
Reduct Vol:      0     0     0      0     0     0     0     0     0     0     0     0
Reduced Vol:   221     0     0      2     0     0     0  1230   290   539   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.:    243     0     0      2     0     0     0  1230   290   539   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  0.43  0.20  0.38  0.33  0.00
Crit Vol:      122              2                   615         539
Crit Moves:  ****              ****              ****        ****
********************************************************************************
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2008 w/ Project-Scenario 1 PM Peak
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                                    TBIT RP
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                        Level Of Service Computation Report
                 Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #69 IMPERIAL HWY @ PERSHING DR.
********************************************************************************
Cycle (sec):        100              Critical Vol./Cap. (X):        0.626
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       50              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      Permitted        Permitted
Rights:             Include          Include          Include          Ovl
Min. Green:      0     0     0     0     0     0     0     0     0     0     0     0
Lanes:         0  0   1! 0   0    1  1   0  1   0    2   0  1  1   0    1  0   2   0  1
------------|--------------||--------------||--------------||--------------|
Volume Module:
Base Vol:        4     0     7  1042    25   166   135   492     0     4   467   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:     4     0     7  1042    25   166   135   492     0     4   467   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:      4     0     7  1042    25   166   135   492     0     4   467   710
Reduct Vol:      0     0     0     0     0     0     0     0     0     0     0     0
Reduced Vol:     4     0     7  1042    25   166   135   492     0     4   467   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.:      4     0     7  1146    25   166   149   492     0     4   467   710
------------|--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:     1425  1425  1425   1425  1425  1425  1425  1425  1425  1425  1425  1425
Adjustment:   1.00  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   2.00  0.13  0.87  2.00  2.00  0.00  1.00  2.00  1.00
Final Sat.:    518     0   907   2850   187  1238  2850  2850     0  1425  2850  1425
------------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:      0.01  0.00  0.01   0.40  0.13  0.13  0.05  0.17  0.00  0.00  0.16  0.50
Crit Vol:                  11    573               74                  234
Crit Moves:              ****  ****              ****                ****
********************************************************************************
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2008 w/ Project-Scenario 1 PM Peak

TBIT RP

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

Intersection #71 IMPERIAL HWY @ SEPULVEDA BL.

Cycle (sec): 100 Critical Vol./Cap. (X): 1.255
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	1839	1140	307	1844	38	163	448	176	222	328	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	1839	1140	307	1844	38	163	448	176	222	328	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	1839	1140	307	1844	38	163	448	176	222	328	327
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	174	1839	1140	307	1844	38	163	448	176	222	328	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	1839	1140	338	1844	38	179	448	176	244	328	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	5389	111	2750	4125	1375	2750	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.13	0.45	0.83	0.12	0.34	0.34	0.07	0.11	0.13	0.09	0.08	0.24
Crit Vol:			1140	169			90					327
Crit Moves:			****	****			****					****

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

Intersection #73 IMPERIAL HWY @ NASH ST.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.405
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:	72	0	93	172	189	191	0	919	57	59	889	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	919	57	59	889	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	919	57	59	889	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	0	93	172	189	191	0	919	57	59	889	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	919	57	65	889	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	2.82	0.18	2.00	3.00	0.00
Final Sat.:	1425	0	2850	1828	1831	2042	0	4025	250	2850	4275	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.04	0.10	0.10	0.10	0.00	0.23	0.23	0.02	0.21	0.00
Crit Vol:	72			148				325		32		
Crit Moves:	****			****				****		****		

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

Intersection #74 IMPERIAL HWY. @ 105 RAMP

Cycle (sec):	100				Critical Vol./Cap. (X):				0.635						
Loss Time (sec):	0 (Y+R = 4 sec)				Average Delay (sec/veh):				xxxxxx						
Optimal Cycle:	51				Level Of Service:				B						
Street Name:	/ 105 RAMP								IMPERIAL HWY.						
Approach:	North Bound				South Bound				East Bound				West Bound		
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T - R
Control:	Split Phase				Split Phase				Permitted				Protected		
Rights:	Ovl				Ovl				Include				Include		
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0
Lanes:	2	0	0	0 2	0	0	0	0 0	0	0	2	1 1	2	0	2 0 0
Volume Module:															
Base Vol:	430	0	517		0	0	0		0	1090	790		237	620	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	1090	790		237	620	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	1090	790		237	620	0
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0
Reduced Vol:	430	0	517		0	0	0		0	1090	790		237	620	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	1090	869		261	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:	2.00	0.00	2.00		0.00	0.00	0.00		0.00	2.23	1.77		2.00	2.00	0.00
Final Sat.:	2850	0	2850		0	0	0		0	3172	2528		2850	2850	0
Capacity Analysis Module:															
Vol/Sat:	0.17	0.00	0.20		0.00	0.00	0.00		0.00	0.34	0.34		0.09	0.22	0.00
Crit Vol:			284			0				490			130		
Crit Moves:			****							****			****		

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

Intersection #75 IMPERIAL HWY. @ 405 NORTH RAMP

Cycle (sec):	100				Critical Vol./Cap. (X):				0.584						
Loss Time (sec):	0 (Y+R = 4 sec)				Average Delay (sec/veh):				xxxxxx						
Optimal Cycle:	45				Level Of Service:				A						
Street Name:	405 NORTH RAMP								IMPERIAL HWY						
Approach:	North Bound				South Bound				East Bound				West Bound		
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T - R
Control:	Split Phase				Split Phase				Permitted				Permitted		
Rights:	Include				Include				Ignore				Ignore		
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0
Lanes:	1	0	1! 0	0	0	0	0	0 0	0	0	2	1 1	0	0	2 1 1
Volume Module:															
Base Vol:	222	0	219		0	0	0		0	1800	232		0	442	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	1800	232		0	442	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	1800	0		0	442	0
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0
Reduced Vol:	222	0	219		0	0	0		0	1800	0		0	442	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	1800	0		0	442	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	0.42	0.00		0.00	0.10	0.00
Crit Vol:			232			0				600			0		
Crit Moves:			****							****			****		

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2008 w/ Project-Scenario 1 PM Peak

TBIT RP

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

Intersection #89 La CIENEGA BLVD. @ LENNOX BLVD

Cycle (sec): 100 Critical Vol./Cap. (X): 0.478
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	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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2008 w/ Project-Scenario 1 PM Peak

TBIT RP

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

Intersection #94 La CIENEGA BLVD. @ 111TH STREET

Cycle (sec): 100 Critical Vol./Cap. (X): 0.433
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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2008 w/ Project-Scenario 1 PM Peak
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                     Level Of Service Computation Report
              Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #96 La CIENEGA BLVD. @ 405 S/B RAPM
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.632
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  0    1  0  1! 0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  599    72   160  697     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  599    72   160  697     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  599    72   160  697     0     0    0     0   650    0   168
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  599    72   160  697     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  599    79   160  697     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:          300         160                      0          442
Crit Moves:       ****        ****                     ****
******************************************************************************
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2008 w/ Project-Scenario 1 PM Peak
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                                  TBIT RP
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                     Level Of Service Computation Report
              Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #97 La CIENEGA BLVD. @ 405 S/B RAMP
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.494
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  865     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  865     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  865     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  865     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  865     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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2008 w/ Project-Scenario 1 PM Peak

TBIT RP

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

Intersection #98 La CIENEGA BLVD. @ 405 S/B RAMP

Cycle (sec): 100 Critical Vol./Cap. (X): 0.349
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			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 2	1 0	0	0 0	0 1	2	0 0	0 1
Volume Module:												
Base Vol:	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:		****		****					****	****		

2008 w/ Project-Scenario 1 PM Peak

TBIT RP

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

Intersection #101 SEPULVEDA BLVD. @ LA TIJERA BLVD.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.751
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 92 Level Of Service: C

Street Name:	Sepulveda Boulevard						La Tijera Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	1 0	1	0 2	1 0	1	0 2	0 1	1	0 1	1 0
Volume Module:												
Base Vol:	142	1436	175	63	1193	97	136	467	83	199	380	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:	142	1436	175	63	1193	97	136	467	83	199	380	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:	142	1436	175	63	1193	97	136	467	83	199	380	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	142	1436	175	63	1193	97	136	467	83	199	380	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	142	1436	175	63	1193	97	136	467	83	199	380	60
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.67	0.33	1.00	2.77	0.23	1.00	2.00	1.00	1.00	1.73	0.27
Final Sat.:	1375	3677	448	1375	3815	310	1375	2750	1375	1375	2375	375
Capacity Analysis Module:												
Vol/Sat:	0.10	0.39	0.39	0.05	0.31	0.31	0.10	0.17	0.06	0.14	0.16	0.16
Crit Vol:		537		63				234		199		
Crit Moves:		****		****				****		****		

2008 w/ Project-Scenario 1 PM Peak

TBIT RP

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

Intersection #108 SEPULVEDA BLVD. @ LINCOLN BLVD.

Cycle (sec):	100				Critical Vol./Cap. (X):				0.795						
Loss Time (sec):	0 (Y+R = 4 sec)				Average Delay (sec/veh):				xxxxxx						
Optimal Cycle:	91				Level Of Service:				C						
Street Name:	SEPULVEDA BOULEVARD								LINCOLN BOULEVARD						
Approach:	North Bound				South Bound				East Bound				West Bound		
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T - R
Control:	Protected				Permitted				Permitted				Permitted		
Rights:	Include				Include				Include				Include		
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0
Lanes:	4	0	2	1 0	0	0	3	1 0	0	0	0	0 4	0	0	0 0 1
Volume Module:															
Base Vol:	1339	1777		337	0	1605		13	0		0	1308	0		0 6
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00 1.00
Initial Bse:	1339	1777		337	0	1605		13	0		0	1308	0		0 6
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00 1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00 1.00
PHF Volume:	1339	1777		337	0	1605		13	0		0	1308	0		0 6
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0 0
Reduced Vol:	1339	1777		337	0	1605		13	0		0	1308	0		0 6
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00 1.00
MLF Adj:	1.10	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.10	1.00		1.00 1.00
Final Vol.:	1473	1777		337	0	1605		13	0		0	1439	0		0 6
Saturation Flow Module:															
Sat/Lane:	1425	1425		1425	1425	1425		1425	1425		1425	1425	1425		1425 1425
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00 1.00
Lanes:	4.00	2.52		0.48	0.00	3.97		0.03	0.00		0.00	4.00	0.00		0.00 1.00
Final Sat.:	5700	3594		681	0	5654		46	0		0	5700	0		0 1425
Capacity Analysis Module:															
Vol/Sat:	0.26	0.49		0.49	0.00	0.28		0.28	0.00		0.00	0.25	0.00		0.00 0.00
Crit Vol:	368					404						360	0		
Crit Moves:	****					****						****	****		

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TBIT RP

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

Intersection #114 SEPULVEDA BLVD. @ MANCHESTER AVE.

Cycle (sec):	100				Critical Vol./Cap. (X):				0.978						
Loss Time (sec):	0 (Y+R = 4 sec)				Average Delay (sec/veh):				xxxxxx						
Optimal Cycle:	180				Level Of Service:				E						
Street Name:	Sepulveda Boulevard								Manchester Avenue						
Approach:	North Bound				South Bound				East Bound				West Bound		
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T - R
Control:	Prot+Permit				Prot+Permit				Prot+Permit				Prot+Permit		
Rights:	Include				Include				Include				Include		
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0
Lanes:	1	0	2	1 0	1	0	2	1 0	2	0	2	0 1	1	0	2 0 1
Volume Module:															
Base Vol:	107	1484		84	238	1231		261	209	991		97	89	835	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:	107	1484		84	238	1231		261	209	991		97	89	835	188
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1484		84	238	1231		261	209	991		97	89	835	188
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0	0
Reduced Vol:	107	1484		84	238	1231		261	209	991		97	89	835	188
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		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	1484		84	238	1231		261	230	991		97	89	835	188
Saturation Flow Module:															
Sat/Lane:	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375	1375
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00
Lanes:	1.00	2.84		0.16	1.00	2.48		0.52	2.00	2.00		1.00	1.00	2.00	1.00
Final Sat.:	1375	3904		221	1375	3403		722	2750	2750		1375	1375	2750	1375
Capacity Analysis Module:															
Vol/Sat:	0.08	0.38		0.38	0.17	0.36		0.36	0.08	0.36		0.07	0.06	0.30	0.14
Crit Vol:		523				238				496				89	
Crit Moves:		****				****				****				****	

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                      Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #123 WESTCHESTER PARKWAY @ PERSHING DRIVE
********************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.499
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       37                Level Of Service:                  A
********************************************************************************
Street Name:               Pershing Drive                Westchester Parkway
Approach:          North Bound       South Bound       East Bound        West Bound
Movement:       L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted         Protected         Permitted         Permitted
Rights:           Include           Include           Include           Include
Min. Green:     0     0     0     0     0     0     0     0     0     0     0     0
Lanes:        0  0  2  0  1    1  0  2  0  0    0  0  0  0  0    2  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  547   367    77  478     0     0    0     0   485    0   113
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  547   367    77  478     0     0    0     0   485    0   113
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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  547   367    77  478     0     0    0     0   485    0   113
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  547   367    77  478     0     0    0     0   485    0   113
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  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  547   367    77  478     0     0    0     0   534    0   113
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 2.00  1.00  1.00 2.00  0.00  0.00 0.00  0.00  2.00 0.00  1.00
Final Sat.:     0 2850  1425  1425 2850     0     0    0     0  2850    0  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.19  0.26  0.05 0.17  0.00  0.00 0.00  0.00  0.19 0.00  0.08
Crit Vol:               367    77                    0          267
Crit Moves:             ****  ****                              ****
********************************************************************************
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                      Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #135 SEPULVEDA BLVD. @ WESTCHESTER PARKWAY
********************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.706
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       77                Level Of Service:                  C
********************************************************************************
Street Name:         Sepulveda Boulevard              Westchester Parkway
Approach:          North Bound       South Bound       East Bound        West Bound
Movement:       L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Prot+Permit       Prot+Permit       Prot+Permit       Prot+Permit
Rights:           Include           Include           Include           Include
Min. Green:     0     0     0     0     0     0     0     0     0     0     0     0
Lanes:        1  0  2  1  0    1  0  2  1  0    1  0  1  1  0    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     166 1470    61   134 1341    52   116  196   100   178  311   135
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  166 1470    61   134 1341    52   116  196   100   178  311   135
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   166 1470    61   134 1341    52   116  196   100   178  311   135
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  166 1470    61   134 1341    52   116  196   100   178  311   135
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   166 1470    61   134 1341    52   116  196   100   178  311   135
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.88  0.12  1.00 2.89  0.11  1.00 1.32  0.68  1.00 1.39  0.61
Final Sat.:  1375 3961   164  1375 3971   154  1375 1821   929  1375 1918   832
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.12 0.37  0.37  0.10 0.34  0.34  0.08 0.11  0.11  0.13 0.16  0.16
Crit Vol:          510         134                   148          178
Crit Moves:        ****        ****                  ****         ****
********************************************************************************
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #136 SEPULVEDA @ 76th/77th STREET

Cycle (sec): 100 Critical Vol./Cap. (X): 0.629
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: B

Street Name:	Sepulveda Boulevard						76th/77th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	1 0	1	0 2	1 0	2	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	36	1785	33	110	1880	289	200	54	70	35	57	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	1785	33	110	1880	289	200	54	70	35	57	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	1785	33	110	1880	289	200	54	70	35	57	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	1785	33	110	1880	289	200	54	70	35	57	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
Final Vol.:	36	1785	33	110	1880	289	220	54	70	35	57	75
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.95	0.05	1.00	2.60	0.40	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1500	4418	82	1500	3900	600	3000	1500	1500	1500	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.02	0.40	0.40	0.07	0.48	0.48	0.07	0.04	0.05	0.02	0.04	0.05
Crit Vol:	36			723			110					75
Crit Moves:	****			****			****					****

2008 w/ Project-Scenario 1 PM Peak

TBIT RP

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

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

Cycle (sec): 100 Critical Vol./Cap. (X): 0.585
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Street Name:	Sepulveda Boulevard						79th/80th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	1 0	1	0 3	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	91	1769	26	60	1716	193	112	87	58	22	75	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	91	1769	26	60	1716	193	112	87	58	22	75	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	91	1769	26	60	1716	193	112	87	58	22	75	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	1769	26	60	1716	193	112	87	58	22	75	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	91	1769	26	60	1716	193	112	87	58	22	75	28
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.96	0.04	1.00	3.00	1.00	1.00	1.00	1.00	1.00	0.73	0.27
Final Sat.:	1500	4435	65	1500	4500	1500	1500	1500	1500	1500	1092	408
Capacity Analysis Module:												
Vol/Sat:	0.06	0.40	0.40	0.04	0.38	0.13	0.07	0.06	0.04	0.01	0.07	0.07
Crit Vol:	91			572			112				103	
Crit Moves:	****			****			****				****	

2008 w/ Project-Scenario 1 PM Peak

TBIT RP

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

Intersection #138 SEPULVEDA BLVD. @ 83rd STREET

Cycle (sec): 100 Critical Vol./Cap. (X): 0.534
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Street Name:	Sepulveda Boulevard						83rd Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	1 0	1 0	2	1 0	0 0	1!	0 0	1 0	0	1 0
Volume Module:												
Base Vol:	65	1770	13	35	1629	71	57	70	36	9	39	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	1770	13	35	1629	71	57	70	36	9	39	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	65	1770	13	35	1629	71	57	70	36	9	39	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	1770	13	35	1629	71	57	70	36	9	39	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	65	1770	13	35	1629	71	57	70	36	9	39	25
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.98	0.02	1.00	2.87	0.13	0.35	0.43	0.22	1.00	0.61	0.39
Final Sat.:	1500	4467	33	1500	4312	188	525	644	331	1500	914	586
Capacity Analysis Module:												
Vol/Sat:	0.04	0.40	0.40	0.02	0.38	0.38	0.11	0.11	0.11	0.01	0.04	0.04
Crit Vol:		594			35			163			9	
Crit Moves:		****			****			****			****	

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

Intersection #1000 La CIENEGA BLVD. @ 104 TH STREET

Cycle (sec): 100 Critical Vol./Cap. (X): 0.426
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			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	2	1 0	1 0	1	0 1	0 0	1!	0 0
Volume Module:												
Base Vol:	101	534	21	21	795	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	534	21	21	795	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	534	21	21	795	20	111	3	235	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	534	21	21	795	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	534	21	21	795	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	2742	108	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				272				235	0		
Crit Moves:	****				****				****			

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```
2008 w/ Project-Scenario 2 AM Peak
--------------------------------------------------------------------------------
                                  TBIT RP
--------------------------------------------------------------------------------
                            Scenario Report
Scenario:             2008 w/ Project-Scenario 2-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
```



```
2008 w/ Project-Scenario 2 AM Peak
--------------------------------------------------------------------------------
                                  TBIT RP
--------------------------------------------------------------------------------
                  Level Of Service Computation Report
          Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #14 AVIATION BLVD. @ CENTURY BLVD.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.539
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    51  242   95    72  727  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    51  242   95    72  727  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    51  242   95    72  727  204    61 1162   93
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  427  428   34    51  242   95    72  727  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    56  242   95    72  727  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 3.12  0.88  1.00 3.70  0.30
Final Sat.:  2750 2548   202  2750 2750  1375  1375 4295  1205  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:  ****                ****        ****                ****
********************************************************************************
```

2008 w/ Project-Scenario 2 AM Peak

TBIT RP

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

Intersection #16 IMPERIAL HWY. @ AVIATION BL.

Cycle (sec):	100			Critical Vol./Cap. (X):			0.745								
Loss Time (sec):	0 (Y+R = 4 sec)			Average Delay (sec/veh):			xxxxxx								
Optimal Cycle:	89			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:	156	407	90	130	220	104	115	190	59	219	647	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:	156	407	90	130	220	104	115	190	59	219	647	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:	156	407	90	130	220	104	115	190	59	219	647	757			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	156	407	90	130	220	104	115	190	59	219	647	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:	1.10	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	407	90	143	220	114	127	190	59	241	647	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:	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	0.05	0.06	0.06	0.09	0.16	0.55			
Crit Vol:		204			0			63				757			
Crit Moves:		****			****			****				****			

2008 w/ Project-Scenario 2 AM Peak

TBIT RP

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

Intersection #19 AVIATION BLVD. @ 111TH

Cycle (sec):	100			Critical Vol./Cap. (X):			0.509								
Loss Time (sec):	0 (Y+R = 4 sec)			Average Delay (sec/veh):			xxxxxx								
Optimal Cycle:	46			Level Of Service:			A								
Street Name:	AVIATION BLVD.						111TH STREET								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R			
Control:	Protected			Protected			Protected			Protected					
Rights:	Ovl			Include			Include			Ovl					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 0	1 0	1	0 1	1 0			
Volume Module:															
Base Vol:	21	1133	53	56	536	40	26	13	21	25	25	65			
Growth Adj:	1.00	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	1133	53	56	536	40	26	13	21	25	25	65			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	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	1133	53	56	536	40	26	13	21	25	25	65			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	21	1133	53	56	536	40	26	13	21	25	25	65			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	1133	53	56	536	40	26	13	21	25	25	65			
Saturation Flow Module:															
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	1.00	1.91	0.09	1.00	1.86	0.14	1.00	0.38	0.62	1.00	1.00	1.00			
Final Sat.:	1375	2627	123	1375	2559	191	1375	526	849	1375	1375	1375			
Capacity Analysis Module:															
Vol/Sat:	0.02	0.43	0.43	0.04	0.21	0.21	0.02	0.02	0.02	0.02	0.02	0.05			
Crit Vol:		593			56			26			25				
Crit Moves:		****			****			****			****				

2008 w/ Project-Scenario 2 AM Peak

TBIT RP

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

Intersection #36 La CIENEGA BLVD. @ CENTURY BLVD

Cycle (sec):	100	Critical Vol./Cap. (X):	0.598
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	57	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	413	405	65	419	284	332	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	413	405	65	419	284	332	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	413	405	65	419	284	332	920	348
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	263	136	67	413	405	65	419	284	332	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	413	446	65	419	284	332	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	0.15	0.16	0.05	0.10	0.21	0.24	0.22	0.25
Crit Vol:	0				207				284	332		
Crit Moves:	****				****				****	****		

2008 w/ Project-Scenario 2 AM Peak

TBIT RP

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

Intersection #39 CENTURY BLVD. @ 405 N/B RAMP

Cycle (sec):	100	Critical Vol./Cap. (X):	0.559
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	A

Street Name:	405 NORTH OFF RAMP						CENTURY BLVD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	0	1	0	0	0	1	1 0	2	1 1	0	2
Volume Module:												
Base Vol:	794	0	106	0	0	24	7	366	251	0	1106	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:	794	0	106	0	0	24	7	366	251	0	1106	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:	794	0	106	0	0	24	7	366	251	0	1106	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	794	0	106	0	0	24	7	366	251	0	1106	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.:	873	0	106	0	0	24	7	366	276	0	1106	6
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	1.00	1.00	2.28	1.72	0.00	2.98	0.02
Final Sat.:	3000	0	1500	0	0	1500	1500	3420	2580	0	4476	24
Capacity Analysis Module:												
Vol/Sat:	0.29	0.00	0.07	0.00	0.00	0.02	0.00	0.11	0.11	0.00	0.25	0.25
Crit Vol:	437					24	7				371	
Crit Moves:	****					****	****				****	

2008 w/ Project-Scenario 2 AM Peak

TBIT RP

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

Intersection #47 IMPERIAL HWY. @ DOUGLAS ST.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.230
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Street Name:	DOUGLAS STREET						IMPERIAL HWY.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	0 2	1	0 1!	0 1	1	0 2	1 0	2	0 2	1 0
Volume Module:												
Base Vol:	38	9	57	12	3	11	19	330	58	74	703	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	57	12	3	11	19	330	58	74	703	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	57	12	3	11	19	330	58	74	703	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	9	57	12	3	11	19	330	58	74	703	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	63	13	3	12	19	330	58	81	703	46
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	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	2.55	0.45	2.00	2.82	0.18
Final Sat.:	1375	1375	2750	1924	437	1764	1375	3508	617	2750	3872	253
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:	38			9			19			250		
Crit Moves:	****			****			****			****		

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2008 w/ Project-Scenario 2 AM Peak

TBIT RP

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

Intersection #65 SEPULVEDA @ H. HUGHES PARKWAY

Cycle (sec): 100 Critical Vol./Cap. (X): 0.326
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 21 Level Of Service: A

Street Name:	Sepulveda Boulevard						H. Hughes Parkway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 4	0 1	2	0 3	0 0	0	0 0	0 0	3	0 0	0 1
Volume Module:												
Base Vol:	0	1123	540	91	424	0	0	0	0	251	0	158
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1123	540	91	424	0	0	0	0	251	0	158
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1123	0	91	424	0	0	0	0	251	0	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1123	0	91	424	0	0	0	0	251	0	158
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	0	1123	0	100	424	0	0	0	0	276	0	158
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.00	1.00	2.00	3.00	0.00	0.00	0.00	0.00	3.00	0.00	1.00
Final Sat.:	0	6000	1500	3000	4500	0	0	0	0	4500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.00	0.03	0.09	0.00	0.00	0.00	0.00	0.06	0.00	0.11
Crit Vol:		281		50			0					158
Crit Moves:		****		****								****

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2008 w/ Project-Scenario 2 AM Peak

TBIT RP

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

Intersection #67 IMPERIAL HWY. @ La CIENEGA BLVD.

Cycle (sec):	100				Critical Vol./Cap. (X):				0.300						
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				Include				Include		
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0
Lanes:	2	0	1	1 1	2	0	1	1 1	2	0	3	0 2	2	0	3 0 2
Volume Module:															
Base Vol:	59	133	83		42	114	211		160	122	135		41	534	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:	59	133	83		42	114	211		160	122	135		41	534	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:	59	133	83		42	114	211		160	122	135		41	534	297
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0
Reduced Vol:	59	133	83		42	114	211		160	122	135		41	534	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.:	65	133	91		46	114	232		176	122	149		45	534	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	1.00	2.00		2.00	3.00	2.00		2.00	3.00	2.00
Final Sat.:	2750	2446	1679		2750	1375	2750		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					114				88				178	
Crit Moves:	****					****			****					****	

2008 w/ Project-Scenario 2 AM Peak

TBIT RP

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

Intersection #68 IMPERIAL HWY @MAIN STREET

Cycle (sec):	100				Critical Vol./Cap. (X):				0.487						
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	652	92		251	816	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	652	92		251	816	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	652	92		251	816	4
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0
Reduced Vol:	209	0	0		2	0	0		0	652	92		251	816	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	652	92		251	816	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:	****					****				****				****	

2008 w/ Project-Scenario 2 AM Peak

TBIT RP

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

Intersection #69 IMPERIAL HWY @ PERSHING DR.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.574
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 84 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			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0	0	1	1 0	1	0	2	0	1	1 0
Volume Module:												
Base Vol:	1	0	1	528	2	41	132	240	4	8	249	743
Growth Adj:	1.00	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	528	2	41	132	240	4	8	249	743
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	528	2	41	132	240	4	8	249	743
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	0	1	528	2	41	132	240	4	8	249	743
PCE Adj:	1.00	1.00	1.00	1.00	1.00	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	581	2	41	145	240	4	8	249	743
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.50	0.00	0.50	2.00	0.05	0.95	2.00	1.97	0.03	1.00	2.00	1.00
Final Sat.:	713	0	713	2850	66	1359	2850	2803	47	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.20	0.03	0.03	0.05	0.09	0.09	0.01	0.09	0.52
Crit Vol:			2	0			73					743
Crit Moves:			****	****			****					****

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TBIT RP

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

Intersection #71 IMPERIAL HWY @ SEPULVEDA BL.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.597
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:	73	996	489	147	1331	20	125	209	94	151	147	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	489	147	1331	20	125	209	94	151	147	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	489	147	1331	20	125	209	94	151	147	182
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	996	489	147	1331	20	125	209	94	151	147	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	489	162	1331	20	138	209	94	166	147	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	0.36	0.06	0.25	0.25	0.05	0.05	0.07	0.06	0.04	0.13
Crit Vol:			489	81			69					182
Crit Moves:			****	****			****					****

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2008 w/ Project-Scenario 2 AM Peak
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                      Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
*******************************************************************************
Intersection #73 IMPERIAL HWY @ NASH ST.
*******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.458
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   395    64  145   588     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   395    64  145   588     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   395    64  145   588     0
Reduct Vol:     0     0     0    0     0     0    0     0     0    0     0     0
Reduced Vol:    7     0    15  213   757   370    0   395    64  145   588     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   395    64  160   588     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  2.58  0.42 2.00  3.00  0.00
Final Sat.:  1425     0  2850 1425  2623  1652    0  3679   596 2850  4275     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00  0.00  0.01 0.16  0.29  0.25 0.00  0.11  0.11 0.06  0.14  0.00
Crit Vol:                   8         411             153         80
Crit Moves:              ****        ****            ****       ****
*******************************************************************************
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2008 w/ Project-Scenario 2 AM Peak
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                                    TBIT RP
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                      Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
*******************************************************************************
Intersection #74 IMPERIAL HWY. @  105 RAMP
*******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.677
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        Permitted        Protected
Rights:             Ovl              Ovl            Include          Include
Min. Green:     0     0     0    0     0     0    0     0     0    0     0     0
Lanes:        2  0  0  0  2   0  0  0  0  0   0  0  2  1  1   2  0  2  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     895     0   262    0     0     0    0   172   264   52   773     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:  895     0   262    0     0     0    0   172   264   52   773     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:   895     0   262    0     0     0    0   172   264   52   773     0
Reduct Vol:     0     0     0    0     0     0    0     0     0    0     0     0
Reduced Vol:  895     0   262    0     0     0    0   172   264   52   773     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.:   985     0   288    0     0     0    0   172   290   57   773     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425  1425
Adjustment:  1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00
Lanes:       2.00  0.00  2.00 0.00  0.00  0.00 0.00  2.00  2.00 2.00  2.00  0.00
Final Sat.:  2850     0  2850    0     0     0    0  2850  2850 2850  2850     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.35  0.00  0.10 0.00  0.00  0.00 0.00  0.06  0.10 0.02  0.27  0.00
Crit Vol:     492                        0             86               387
Crit Moves:  ****                                     ****             ****
*******************************************************************************
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2008 w/ Project-Scenario 2 AM Peak

TBIT RP

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

Intersection #75 IMPERIAL HWY. @ 405 NORTH RAMP

Cycle (sec): 100 Critical Vol./Cap. (X): 0.251
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	2 1	1	0	2 1 1
Volume Module:												
Base Vol:	237	0	41	0	0	0	0	179	47	0	622	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	622	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	622	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	622	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	622	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	0.15	0.00
Crit Vol:			151			0		0			207	
Crit Moves:			****				****				****	

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2008 w/ Project-Scenario 2 AM Peak

TBIT RP

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

Intersection #89 La CIENEGA BLVD. @ LENNOX BLVD

Cycle (sec): 100 Critical Vol./Cap. (X): 0.308
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 1	1	1	0 0 1
Volume Module:												
Base Vol:	0	472	22	36	288	21	0	0	20	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	21	0	0	20	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	21	0	0	20	97	0	136
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	472	22	36	288	21	0	0	20	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	21	0	0	20	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	2.80	0.20	0.00	0.00	1.00	2.00	0.00	1.00
Final Sat.:	0	2723	127	1425	3984	291	0	0	1425	2850	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.17	0.03	0.07	0.07	0.00	0.00	0.01	0.04	0.00	0.10
Crit Vol:		247		36					20			136
Crit Moves:		****		****					****			****

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2008 w/ Project-Scenario 2 AM Peak

TBIT RP

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

Intersection #94 La CIENEGA BLVD. @ 111TH STREET

Cycle (sec):	100				Critical Vol./Cap. (X):				0.196						
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	295		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	295		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	295		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	295		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	295		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	2.28		0.72	2.00	0.00		1.00	0.00	0.00	0.00
Final Sat.:	1425	2850		0	0	3250		1025	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					129			32					0	
Crit Moves:	****					****			****						

2008 w/ Project-Scenario 2 AM Peak

TBIT RP

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

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

Cycle (sec):	100				Critical Vol./Cap. (X):				0.551						
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:	Ov1				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	281		0	0		0	0	636		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	281		0	0		0	0	636		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	281		0	0		0	0	636		0 44
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0	0
Reduced Vol:	0	584		75	122	281		0	0		0	0	636		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	281		0	0		0	0	700		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	1.88	0.00	0.12
Final Sat.:	0	2850		1425	1425	2850		0	0		0	0	2681		0 169
Capacity Analysis Module:															
Vol/Sat:	0.00	0.20		0.06	0.09	0.10		0.00	0.00	0.00		0.00	0.26	0.00	0.26
Crit Vol:		292			122					0					372
Crit Moves:		****			****										****

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2008 w/ Project-Scenario 2 AM Peak
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                                    TBIT RP
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                        Level Of Service Computation Report
                Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #97 La CIENEGA BLVD. @ 405 S/B RAMP
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.308
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  656     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  656     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  656     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  656     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  656     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 1.98  0.02   0.00 0.00 1.00   0.00 0.00 2.00
Final Sat.:      0 2620   130   2750 2725    25      0    0 1375      0    0 2750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:      0.00 0.17  0.17   0.14 0.24  0.24   0.00 0.00  0.00  0.00 0.00  0.02
Crit Vol:          233          189                          1                0
Crit Moves:       ****         ****                       ****             ****
********************************************************************************

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2008 w/ Project-Scenario 2 AM Peak
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                                    TBIT RP
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                        Level Of Service Computation Report
                Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #98 La CIENEGA BLVD. @ 405 S/B RAMP
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.243
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        Permitted       Split Phase      Split Phase
Rights:            Include          Include          Include          Include
Min. Green:      0    0    0      0    0    0      0    0    0      0    0    0
Lanes:        1  0  2  0  1    1  0  2  1  0    0  0  1! 0  0    2  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:        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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2008 w/ Project-Scenario 2 AM Peak
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                                    TBIT RP
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                        Level Of Service Computation Report
                Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #101 SEPULVEDA BLVD. @ LA TIJERA BLVD.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.447
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       41               Level Of Service:                  A
********************************************************************************
Street Name:       Sepulveda Boulevard              La Tijera Boulevard
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|--------------||--------------||--------------||--------------|
Control:       Prot+Permit      Prot+Permit      Prot+Permit      Prot+Permit
Rights:            Include          Include          Include          Include
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        1  0  2  1  0    1  0  2  1  0    1  0  2  0  1    1  0  1  1  0
------------|--------------||--------------||--------------||--------------|
Volume Module:
Base Vol:      75 1010    79    22  649    33    37  212    38   124  129    16
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   75 1010    79    22  649    33    37  212    38   124  129    16
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    75 1010    79    22  649    33    37  212    38   124  129    16
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   75 1010    79    22  649    33    37  212    38   124  129    16
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:    75 1010    79    22  649    33    37  212    38   124  129    16
------------|--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.78  0.22  1.00 2.85  0.15  1.00 2.00  1.00  1.00 1.78  0.22
Final Sat.:  1375 3826   299  1375 3925   200  1375 2750  1375  1375 2447   303
------------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:     0.05 0.26  0.26  0.02 0.17  0.17  0.03 0.08  0.03  0.09 0.05  0.05
Crit Vol:         363         22                106         124
Crit Moves:      ****        ****              ****        ****
********************************************************************************
```

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2008 w/ Project-Scenario 2 AM Peak
--------------------------------------------------------------------------------
                                    TBIT RP
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                        Level Of Service Computation Report
                Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #108 SEPULVEDA BLVD. @ LINCOLN BLVD.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.479
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       51               Level Of Service:                  A
********************************************************************************
Street Name:       SEPULVEDA BOULEVARD              LINCOLN BOULEVARD
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|--------------||--------------||--------------||--------------|
Control:       Protected        Permitted        Permitted        Permitted
Rights:            Include          Include          Include          Include
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        4  0  2  1  0    0  0  3  1  0    0  0  0  0  4    0  0  0  0  1
------------|--------------||--------------||--------------||--------------|
Volume Module:
Base Vol:    835 1270   207     0  878     2     0    0  693     0    0     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: 835 1270   207     0  878     2     0    0  693     0    0     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:  835 1270   207     0  878     2     0    0  693     0    0     1
Reduct Vol:    0    0     0     0    0     0     0    0    0     0    0     0
Reduced Vol: 835 1270   207     0  878     2     0    0  693     0    0     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:     1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.10  1.00 1.00  1.00
Final Vol.:  919 1270   207     0  878     2     0    0  762     0    0     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:       4.00 2.58  0.42  0.00 3.99  0.01  0.00 0.00  4.00  0.00 0.00  1.00
Final Sat.:  5700 3676   599     0 5687    13     0    0  5700     0    0  1425
------------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:     0.16 0.35  0.35  0.00 0.15  0.15  0.00 0.00  0.13  0.00 0.00  0.00
Crit Vol:         492               220                 191     0
Crit Moves:      ****                                  ****  ****
********************************************************************************
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2008 w/ Project-Scenario 2 AM Peak
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                                    TBIT RP
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                        Level Of Service Computation Report
                Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #114 SEPULVEDA BLVD. @ MANCHESTER AVE.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.571
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       53               Level Of Service:                  A
********************************************************************************
Street Name:       Sepulveda Boulevard              Manchester Avenue
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|--------------||--------------||--------------||--------------|
Control:       Prot+Permit      Prot+Permit      Permit+Prot      Prot+Permit
Rights:            Include          Include          Include          Include
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        1  0  2  1  0     1  0  2  1  0     2  0  2  0  1     1  0  2  0  1
------------|--------------||--------------||--------------||--------------|
Volume Module:
Base Vol:      64 1014    37    82  653    71    77  341    41    53  622   262
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   64 1014    37    82  653    71    77  341    41    53  622   262
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    64 1014    37    82  653    71    77  341    41    53  622   262
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   64 1014    37    82  653    71    77  341    41    53  622   262
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00
Final Vol.:    64 1014    37    82  653    71    85  341    41    53  622   262
------------|--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.89  0.11  1.00 2.71  0.29  2.00 2.00  1.00  1.00 2.00  1.00
Final Sat.:  1375 3980   145  1375 3720   405  2750 2750  1375  1375 2750  1375
------------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:     0.05 0.25  0.25  0.06 0.18  0.18  0.03 0.12  0.03  0.04 0.23  0.19
Crit Vol:         350         82              42                  311
Crit Moves:      ****        ****            ****                ****
********************************************************************************
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2008 w/ Project-Scenario 2 AM Peak
--------------------------------------------------------------------------------
                                    TBIT RP
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                        Level Of Service Computation Report
                Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #123 WESTCHESTER PARKWAY @ PERSHING DRIVE
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.287
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       26               Level Of Service:                  A
********************************************************************************
Street Name:          Pershing Drive              Westchester Parkway
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|--------------||--------------||--------------||--------------|
Control:       Permitted        Protected        Permitted        Permitted
Rights:            Include          Include          Include          Include
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        0  0  2  0  1     1  0  2  0  0     0  0  0  0  0     2  0  0  0  1
------------|--------------||--------------||--------------||--------------|
Volume Module:
Base Vol:      0  636   155    23  230     0     0    0     0   123    0    26
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   0  636   155    23  230     0     0    0     0   123    0    26
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    0  636   155    23  230     0     0    0     0   123    0    26
Reduct Vol:    0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   0  636   155    23  230     0     0    0     0   123    0    26
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:    0  636   155    23  230     0     0    0     0   135    0    26
------------|--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 2.00  1.00  1.00 2.00  0.00  0.00 0.00  0.00  2.00 0.00  1.00
Final Sat.:     0 2850  1425  1425 2850     0     0    0     0  2850    0  1425
------------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.22  0.11  0.02 0.08  0.00  0.00 0.00  0.00  0.05 0.00  0.02
Crit Vol:         318         23                  0           68
Crit Moves:      ****        ****                            ****
********************************************************************************
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2008 w/ Project-Scenario 2 AM Peak

TBIT RP

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

Intersection #135 SEPULVEDA BLVD. @ WESTCHESTER PARKWAY

Cycle (sec):	100			Critical Vol./Cap. (X):			0.401										
Loss Time (sec):	0 (Y+R = 4 sec)			Average Delay (sec/veh):			xxxxxx										
Optimal Cycle:	38			Level Of Service:			A										
Street Name:	Sepulveda Boulevard						Westchester Parkway										
Approach:	North Bound			South Bound			East Bound			West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit							
Rights:	Include			Include			Include			Include							
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0					
Lanes:	1	0	2	1	0	1	0	2	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:																	
Base Vol:	91	1007	27	64	799	36	9	114	34	67	177	90					
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Initial Bse:	91	1007	27	64	799	36	9	114	34	67	177	90					
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Volume:	91	1007	27	64	799	36	9	114	34	67	177	90					
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
Reduced Vol:	91	1007	27	64	799	36	9	114	34	67	177	90					
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Final Vol.:	91	1007	27	64	799	36	9	114	34	67	177	90					
Saturation Flow Module:																	
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375					
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Lanes:	1.00	2.92	0.08	1.00	2.87	0.13	1.00	1.54	0.46	1.00	1.33	0.67					
Final Sat.:	1375	4017	108	1375	3947	178	1375	2118	632	1375	1823	927					
Capacity Analysis Module:																	
Vol/Sat:	0.07	0.25	0.25	0.05	0.20	0.20	0.01	0.05	0.05	0.05	0.10	0.10					
Crit Vol:		345			64			9			133						
Crit Moves:		****			****			****			****						

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2008 w/ Project-Scenario 2 AM Peak

TBIT RP

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

Intersection #136 SEPULVEDA @ 76th/77th STREET

Cycle (sec):	100			Critical Vol./Cap. (X):			0.580										
Loss Time (sec):	0 (Y+R = 4 sec)			Average Delay (sec/veh):			xxxxxx										
Optimal Cycle:	34			Level Of Service:			A										
Street Name:	Sepulveda Boulevard						76th/77th Street										
Approach:	North Bound			South Bound			East Bound			West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Permitted			Permitted			Permitted			Permitted							
Rights:	Include			Include			Include			Include							
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0					
Lanes:	1	0	2	1	0	1	0	2	1	0	2	0	1	0	1	1	0	1	0	1
Volume Module:																	
Base Vol:	16	1397	10	20	735	71	384	27	30	12	21	170					
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Initial Bse:	16	1397	10	20	735	71	384	27	30	12	21	170					
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Volume:	16	1397	10	20	735	71	384	27	30	12	21	170					
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
Reduced Vol:	16	1397	10	20	735	71	384	27	30	12	21	170					
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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.:	16	1397	10	20	735	71	422	27	30	12	21	170					
Saturation Flow Module:																	
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500					
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Lanes:	1.00	2.98	0.02	1.00	2.74	0.26	2.00	1.00	1.00	1.00	1.00	1.00					
Final Sat.:	1500	4468	32	1500	4104	396	3000	1500	1500	1500	1500	1500					
Capacity Analysis Module:																	
Vol/Sat:	0.01	0.31	0.31	0.01	0.18	0.18	0.14	0.02	0.02	0.01	0.01	0.11					
Crit Vol:		469			20			211				170					
Crit Moves:		****			****			****				****					

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2008 w/ Project-Scenario 2 AM Peak

TBIT RP

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

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

Cycle (sec): 100 Critical Vol./Cap. (X): 0.491
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Street Name:	Sepulveda Boulevard						79th/80th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	1 0	1	0 3	0 1	1	0 1	0 1	1	0 0	1 0
Volume Module:												
Base Vol:	58	1389	6	17	709	74	74	54	39	9	111	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:	58	1389	6	17	709	74	74	54	39	9	111	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:	58	1389	6	17	709	74	74	54	39	9	111	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	1389	6	17	709	74	74	54	39	9	111	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	1.00	1.00	1.00
Final Vol.:	58	1389	6	17	709	74	74	54	39	9	111	70
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.99	0.01	1.00	3.00	1.00	1.00	1.00	1.00	1.00	0.61	0.39
Final Sat.:	1500	4481	19	1500	4500	1500	1500	1500	1500	1500	920	580
Capacity Analysis Module:												
Vol/Sat:	0.04	0.31	0.31	0.01	0.16	0.05	0.05	0.04	0.03	0.01	0.12	0.12
Crit Vol:		465			17			74			181	
Crit Moves:		****			****			****			****	

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2008 w/ Project-Scenario 2 AM Peak

TBIT RP

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

Intersection #138 SEPULVEDA BLVD. @ 83rd STREET

Cycle (sec): 100 Critical Vol./Cap. (X): 0.378
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

Street Name:	Sepulveda Boulevard						83rd Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	1 0	1	0 2	1 0	0	0 1!	0 0	1	0 0	1 0
Volume Module:												
Base Vol:	17	1283	3	18	680	34	36	42	29	14	52	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	1283	3	18	680	34	36	42	29	14	52	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	1283	3	18	680	34	36	42	29	14	52	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	1283	3	18	680	34	36	42	29	14	52	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	17	1283	3	18	680	34	36	42	29	14	52	23
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.99	0.01	1.00	2.86	0.14	0.34	0.39	0.27	1.00	0.69	0.31
Final Sat.:	1500	4490	10	1500	4286	214	505	589	407	1500	1040	460
Capacity Analysis Module:												
Vol/Sat:	0.01	0.29	0.29	0.01	0.16	0.16	0.07	0.07	0.07	0.01	0.05	0.05
Crit Vol:		429			18			107			14	
Crit Moves:		****			****			****			****	

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2008 w/ Project-Scenario 2 AM Peak
--------------------------------------------------------------------------------
                                    TBIT RP
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                      Level Of Service Computation Report
              Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #1000 La CIENEGA BLVD. @ 104 TH STREET
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.453
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       34               Level Of Service:                  A
********************************************************************************
Street Name:         La CIENEGA BLVD.                  104 TH STREET
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit        Permitted        Permitted        Permitted
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1  1  0    1  0  2  1  0    1  0  1  0  1    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     155  424    14    17  586    41    21    1   279     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  586    41    21    1   279     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  586    41    21    1   279     3    1     1
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  155  424    14    17  586    41    21    1   279     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  586    41    21    1   279     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 2.80  0.20  1.00 1.00  1.00  0.60 0.20  0.20
Final Sat.:  1425 2759    91  1425 3995   280  1425 1425  1425   855  285   285
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.11 0.15  0.15  0.01 0.15  0.15  0.01 0.00  0.20  0.00 0.00  0.00
Crit Vol:     155                  209                   279     3
Crit Moves:  ****                 ****                 ****  ****
********************************************************************************
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2008 w/ Project-Scenario 2 PM Peak
--------------------------------------------------------------------------------
                                    TBIT RP
--------------------------------------------------------------------------------
                                Scenario Report
Scenario:             2008 w/ Project-Scenario 2-PM Peak(3:30-4:30 PM)

Command:              Delivery
Volume:               Delivery
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
```

2008 w/ Project-Scenario 2 PM Peak

TBIT RP

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

Intersection #14 AVIATION BLVD. @ CENTURY BLVD.

Cycle (sec):	100			Critical Vol./Cap. (X):			0.839								
Loss Time (sec):	0 (Y+R = 4 sec)			Average Delay (sec/veh):			xxxxxx								
Optimal Cycle:	142			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:	475	658	106	123	523	111	134	1733	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:	475	658	106	123	523	111	134	1733	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:	475	658	106	123	523	111	134	1733	416	94	1233	112			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	475	658	106	123	523	111	134	1733	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.:	522	658	106	135	523	111	134	1733	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	1.72	0.28	2.00	2.00	1.00	1.00	3.23	0.77	1.00	3.67	0.33			
Final Sat.:	2750	2368	382	2750	2750	1375	1375	4435	1065	1375	5042	458			
Capacity Analysis Module:															
Vol/Sat:	0.19	0.28	0.28	0.05	0.19	0.08	0.10	0.39	0.39	0.07	0.24	0.24			
Crit Vol:	261			262			537			94					
Crit Moves:	****			****			****			****					

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2008 w/ Project-Scenario 2 PM Peak

TBIT RP

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

Intersection #16 IMPERIAL HWY. @ AVIATION BL.

Cycle (sec):	100			Critical Vol./Cap. (X):			0.743								
Loss Time (sec):	0 (Y+R = 4 sec)			Average Delay (sec/veh):			xxxxxx								
Optimal Cycle:	89			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	460	320	427	547	106	247	1042	247	230	444	389			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	166	460	320	427	547	106	247	1042	247	230	444	389			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	166	460	320	427	547	106	247	1042	247	230	444	389			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	166	460	320	427	547	106	247	1042	247	230	444	389			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.10	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	460	320	470	547	117	272	1042	247	253	444	389			
Saturation Flow Module:															
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	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	0.10	0.31	0.31	0.09	0.11	0.28			
Crit Vol:	230			235			430			127					
Crit Moves:	****			****			****			****					

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                        Level Of Service Computation Report
                Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #19 AVIATION BLVD. @ 111TH
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.561
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       52               Level Of Service:                  A
********************************************************************************
Street Name:          AVIATION BLVD.                 111TH STREET
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------||---------------||---------------||---------------||---------------|
Control:         Protected        Protected        Protected        Protected
Rights:              Ovl              Include          Include          Ovl
Min. Green:      0    0    0      0    0    0      0    0    0      0    0    0
Lanes:        1  0  1  1  0    1  0  1  1  0    1  0  0  1  0    1  0  1  1  0
------------||---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       19  956   96    86 1095   81    75   78   29    53   53  165
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00 1.00
Initial Bse:    19  956   96    86 1095   81    75   78   29    53   53  165
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00 1.00
PHF Volume:     19  956   96    86 1095   81    75   78   29    53   53  165
Reduct Vol:      0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:    19  956   96    86 1095   81    75   78   29    53   53  165
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00 1.00
MLF Adj:     1.00 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  956   96    86 1095   81    75   78   29    53   53  165
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375 1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00 1.00
Lanes:       1.00 1.82  0.18  1.00 1.86  0.14  1.00 0.73  0.27  1.00 1.00 1.00
Final Sat.:  1375 2499   251  1375 2561   189  1375 1002   373  1375 1375 1375
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.38  0.38  0.06 0.43  0.43  0.05 0.08  0.08  0.04 0.04  0.12
Crit Vol:         526         86                107         53
Crit Moves:      ****        ****              ****        ****
********************************************************************************
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2008 w/ Project-Scenario 2 PM Peak
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                                    TBIT RP
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                        Level Of Service Computation Report
                Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #36 La CIENEGA BLVD. @ CENTURY BLVD
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        1.017
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:      178  409  737   370  612  442   162 1225  801   144  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:   178  409  737   370  612  442   162 1225  801   144  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:    178  409  737   370  612  442   162 1225  801   144  751  231
Reduct Vol:      0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:   178  409  737   370  612  442   162 1225  801   144  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.:    178  409  811   370  612  486   162 1225  801   144  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:     0.13 0.15 0.29  0.27 0.22 0.18  0.12 0.30 0.58  0.10 0.18 0.18
Crit Vol:             405  370                       801    0
Crit Moves:          **** ****                      ****  ****
********************************************************************************
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2008 w/ Project-Scenario 2 PM Peak

TBIT RP

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

Intersection #39 CENTURY BLVD. @ 405 N/B RAMP

Cycle (sec): 100 Critical Vol./Cap. (X): 0.559
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Street Name:	405 NORTH OFF RAMP						CENTURY BLVD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	0	0	1	0	0	0	0	1	1	0	2	1	1	0	0	2	1	0
Volume Module:																				
Base Vol:	457	0	408	0	0	32	33	1544	616	0	895	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:	457	0	408	0	0	32	33	1544	616	0	895	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:	457	0	408	0	0	32	33	1544	616	0	895	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	457	0	408	0	0	32	33	1544	616	0	895	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.:	503	0	408	0	0	32	33	1544	678	0	895	17
Saturation Flow Module:																				
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	1.00	1.00	2.78	1.22	0.00	2.94	0.06
Final Sat.:	3000	0	1500	0	0	1500	1500	4170	1830	0	4416	84
Capacity Analysis Module:																				
Vol/Sat:	0.17	0.00	0.27	0.00	0.00	0.02	0.02	0.37	0.37	0.00	0.20	0.20
Crit Vol:	251					32		555			0	
Crit Moves:	****					****		****			****	

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

Intersection #47 IMPERIAL HWY. @ DOUGLAS ST.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.489
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Street Name:	DOUGLAS STREET						IMPERIAL HWY.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	0	2	1	0	1!	0	1	1	0	2	1	0	2	0	2	1	0
Volume Module:																				
Base Vol:	168	17	425	84	14	42	38	998	41	29	609	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	425	84	14	42	38	998	41	29	609	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	425	84	14	42	38	998	41	29	609	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	168	17	425	84	14	42	38	998	41	29	609	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	468	92	14	46	38	998	41	32	609	35
Saturation Flow Module:																				
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	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	2.84	0.16
Final Sat.:	1375	1375	2750	2498	252	1375	1375	3962	163	2750	3901	224
Capacity Analysis Module:																				
Vol/Sat:	0.12	0.01	0.17	0.04	0.06	0.03	0.03	0.25	0.25	0.01	0.16	0.16
Crit Vol:			234		76			346			16	
Crit Moves:			****		****			****			****	

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

Intersection #65 SEPULVEDA @ H. HUGHES PARKWAY

Cycle (sec):	100			Critical Vol./Cap. (X):			0.717								
Loss Time (sec):	0 (Y+R = 4 sec)			Average Delay (sec/veh):			xxxxxx								
Optimal Cycle:	51			Level Of Service:			C								
Street Name:	Sepulveda Boulevard						H. Hughes Parkway								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Permitted			Permitted			Permitted			Permitted					
Rights:	Ignore			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	0	0	4 0 1	2	0	3 0 0	0	0	0 0 0	3	0	0 0 1			
Volume Module:															
Base Vol:	0	1630	431	553	1729	0	0	0	0	466	0	364			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	0	1630	431	553	1729	0	0	0	0	466	0	364			
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	0	1630	0	553	1729	0	0	0	0	466	0	364			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	0	1630	0	553	1729	0	0	0	0	466	0	364			
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	0.00	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00			
Final Vol.:	0	1630	0	608	1729	0	0	0	0	513	0	364			
Saturation Flow Module:															
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	0.00	4.00	1.00	2.00	3.00	0.00	0.00	0.00	0.00	3.00	0.00	1.00			
Final Sat.:	0	6000	1500	3000	4500	0	0	0	0	4500	0	1500			
Capacity Analysis Module:															
Vol/Sat:	0.00	0.27	0.00	0.20	0.38	0.00	0.00	0.00	0.00	0.11	0.00	0.24			
Crit Vol:		408		304			0					364			
Crit Moves:		****		****								****			

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

Intersection #67 IMPERIAL HWY. @ La CIENEGA BLVD.

Cycle (sec):	100			Critical Vol./Cap. (X):			0.687								
Loss Time (sec):	0 (Y+R = 4 sec)			Average Delay (sec/veh):			xxxxxx								
Optimal Cycle:	73			Level Of Service:			B								
Street Name:	La CIENEGA BLVD.						IMPERIAL HWY.								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Protected			Protected			Protected			Protected					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	2	0	1 1 1	2	0	1 1 1	2	0	3 0 2	2	0	3 0 2			
Volume Module:															
Base Vol:	75	203	601	460	470	562	200	1008	233	46	403	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	460	470	562	200	1008	233	46	403	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	460	470	562	200	1008	233	46	403	193			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	75	203	601	460	470	562	200	1008	233	46	403	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	506	470	618	220	1008	256	51	403	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	1.30	1.70	2.00	3.00	2.00	2.00	3.00	2.00			
Final Sat.:	2750	1375	2750	2750	1782	2343	2750	4125	2750	2750	4125	2750			
Capacity Analysis Module:															
Vol/Sat:	0.03	0.15	0.24	0.18	0.26	0.26	0.08	0.24	0.09	0.02	0.10	0.08			
Crit Vol:			331	253				336		25					
Crit Moves:			****	****				****		****					

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--------------------------------------------------------------------------------
                                    TBIT RP
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                        Level Of Service Computation Report
                 Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #68 IMPERIAL HWY @MAIN STREET
********************************************************************************
Cycle (sec):        100              Critical Vol./Cap. (X):        0.796
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       91              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   944   290   539   876     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   944   290   539   876     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   944   290   539   876     0
Reduct Vol:      0     0     0     0     0     0     0     0     0     0     0     0
Reduced Vol:   221     0     0     2     0     0     0   944   290   539   876     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   944   290   539   876     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                  472              539
Crit Moves:  ****              ****               ****             ****
********************************************************************************
```

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2008 w/ Project-Scenario 2 PM Peak
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                                    TBIT RP
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                        Level Of Service Computation Report
                 Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #69 IMPERIAL HWY @ PERSHING DR.
********************************************************************************
Cycle (sec):        100              Critical Vol./Cap. (X):        0.515
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       38              Level Of Service:                    A
********************************************************************************
Street Name:    PERSHING DR./HYPERION DWY.              IMPERIAL HWY
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------||---------------||---------------||---------------||---------------|
Control:        Split Phase      Split Phase       Permitted        Permitted
Rights:             Include          Include          Include          Ovl
Min. Green:      0     0     0     0     0     0     0     0     0     0     0     0
Lanes:         0  0   1! 0   0    1  1   0  1   0    2   0  1  1   0    1  0   2   0  1
------------||---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:        4     0     7   756    25   166   135   492     0     4   467   653
Growth Adj:   1.00 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   756    25   166   135   492     0     4   467   653
User Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:      1.00 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   756    25   166   135   492     0     4   467   653
Reduct Vol:      0     0     0     0     0     0     0     0     0     0     0     0
Reduced Vol:     4     0     7   756    25   166   135   492     0     4   467   653
PCE Adj:      1.00 1.00  1.00  1.00 1.00  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   832    25   166   149   492     0     4   467   653
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:     1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:   1.00 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  2.00 0.13  0.87  2.00 2.00  0.00  1.00 2.00  1.00
Final Sat.:   518    0   907  2850  187  1238  2850 2850     0  1425 2850  1425
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.00  0.01  0.29 0.13  0.13  0.05 0.17  0.00  0.00 0.16  0.46
Crit Vol:              11   416              74                   234
Crit Moves:          ****  ****             ****                 ****
********************************************************************************
```

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2008 w/ Project-Scenario 2 PM Peak
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                      Level Of Service Computation Report
              Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #71 IMPERIAL HWY @ SEPULVEDA BL.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        1.259
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  1146   307 1819    38   163  316   176   246  310   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  1146   307 1819    38   163  316   176   246  310   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  1146   307 1819    38   163  316   176   246  310   327
Reduct Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   174 1833  1146   307 1819    38   163  316   176   246  310   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  1146   338 1819    38   179  316   176   271  310   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  0.10 0.08  0.24
Crit Vol:             1146   169              90                       327
Crit Moves:           **** ****             ****                     ****
******************************************************************************
```



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2008 w/ Project-Scenario 2 PM Peak
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                                  TBIT RP
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                      Level Of Service Computation Report
              Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #73 IMPERIAL HWY @ NASH ST.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.377
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  796   54    62  893     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  796   54    62  893     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  796   54    62  893     0
Reduct Vol:      0    0    0     0    0    0     0    0    0     0    0     0
Reduced Vol:    72    0   93   172  189  191     0  796   54    62  893     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  796   54    68  893     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 4003  272  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 0.21  0.00
Crit Vol:      72             148              283              34
Crit Moves:  ****            ****             ****             ****
******************************************************************************
```

2008 w/ Project-Scenario 2 PM Peak

TBIT RP

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

Intersection #74 IMPERIAL HWY. @ 105 RAMP

Cycle (sec): 100 Critical Vol./Cap. (X): 0.671
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 Level Of Service: B

Street Name:	/ 105 RAMP							IMPERIAL HWY.							
Approach:	North Bound				South Bound			East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Permitted				Protected			
Rights:	Ovl				Ovl				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	0	0 2	0	0	0	0 0	0	0	2	1 1	2	0	2	0 0
Volume Module:																
Base Vol:	468	0	517		0	0	0		0	956	790		391	651	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:	468	0	517		0	0	0		0	956	790		391	651	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:	468	0	517		0	0	0		0	956	790		391	651	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	468	0	517		0	0	0		0	956	790		391	651	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.:	515	0	569		0	0	0		0	956	869		430	651	0	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	0.00	2.00		0.00	0.00	0.00		0.00	2.10	1.90		2.00	2.00	0.00	
Final Sat.:	2850	0	2850		0	0	0		0	2986	2714		2850	2850	0	
Capacity Analysis Module:																
Vol/Sat:	0.18	0.00	0.20		0.00	0.00	0.00		0.00	0.32	0.32		0.15	0.23	0.00	
Crit Vol:			284			0				456			215			
Crit Moves:			****							****			****			

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

Intersection #75 IMPERIAL HWY. @ 405 NORTH RAMP

Cycle (sec): 100 Critical Vol./Cap. (X): 0.559
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	1696	333		0	415	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	1696	333		0	415	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	1696	0		0	415	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	222	0	219		0	0	0		0	1696	0		0	415	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	1696	0		0	415	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	0.40	0.00		0.00	0.10	0.00	
Crit Vol:			232			0				565			0			
Crit Moves:			****							****			****			

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TBIT RP

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

Intersection #89 La CIENEGA BLVD. @ LENNOX BLVD

Cycle (sec): 100 Critical Vol./Cap. (X): 0.478
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	1339	21	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	1339	21	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	1339	21	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	1339	21	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	1339	21	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	2.95	0.05	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	2157	693	1425	4209	66	0	0	0	2850	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.28	0.15	0.32	0.32	0.00	0.00	0.00	0.03	0.00	0.05
Crit Vol:		392		218				0				70
Crit Moves:		****		****								****

2008 w/ Project-Scenario 2 PM Peak

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

Intersection #94 La CIENEGA BLVD. @ 111TH STREET

Cycle (sec): 100 Critical Vol./Cap. (X): 0.556
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Street Name:	La CIENEGA BLVD.						/ 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	1332	174	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	1332	174	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	1332	174	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	1332	174	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	1332	174	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	2.65	0.35	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	2850	0	0	3781	494	2850	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.20	0.00	0.00	0.35	0.35	0.07	0.00	0.13	0.00	0.00	0.00
Crit Vol:	103				502				188		0	
Crit Moves:	****				****				****			

2008 w/ Project-Scenario 2 PM Peak

TBIT RP

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

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

Cycle (sec): 100 Critical Vol./Cap. (X): 0.642
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			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Permitted				Permitted				Split Phase			
Rights:	Ovl				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0
Lanes:	0	0	1	1	1	1	0	2	0	0	0	0	0	0	0
Volume Module:															
Base Vol:	0	599		72		160	717		0		0	0		0	
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Initial Bse:	0	599		72		160	717		0		0	0		0	
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Volume:	0	599		72		160	717		0		0	0		0	
Reduct Vol:	0	0		0		0	0		0		0	0		0	
Reduced Vol:	0	599		72		160	717		0		0	0		0	
PCE Adj:	1.00	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	1.10		1.00	
Final Vol.:	0	599		79		160	717		0		0	0		0	
Saturation Flow Module:															
Sat/Lane:	1425	1425		1425		1425	1425		1425		1425	1425		1425	
Adjustment:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Lanes:	0.00	2.00		1.00		1.00	2.00		0.00		0.00	0.00		0.00	
Final Sat.:	0	2850		1425		1425	2850		0		0	0		0	
Capacity Analysis Module:															
Vol/Sat:	0.00	0.21		0.06		0.11	0.25		0.00		0.00	0.00		0.00	
Crit Vol:		300				160					0				
Crit Moves:		****				****						****			

Street Name:	La CIENEGA BLVD.								405 S/B RAMP			
Approach:	North Bound				South Bound				East Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected				Protected				Split Phase			
Rights:	Include				Include				Include			
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
Volume Module:															
Base Vol:	0	617		34		643	928		5		0	0		0	
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Initial Bse:	0	617		34		643	928		5		0	0		0	
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Volume:	0	617		34		643	928		5		0	0		0	
Reduct Vol:	0	0		0		0	0		0		0	0		0	
Reduced Vol:	0	617		34		643	928		5		0	0		0	
PCE Adj:	1.00	1.00		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		1.10	
Final Vol.:	0	617		34		707	928		5		0	0		0	
Saturation Flow Module:															
Sat/Lane:	1375	1375		1375		1375	1375		1375		1375	1375		1375	
Adjustment:	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	
Final Sat.:	0	2606		144		2750	2735		15		0	1375		0	
Capacity Analysis Module:															
Vol/Sat:	0.00	0.24		0.24		0.26	0.34		0.34		0.00	0.00		0.00	
Crit Vol:		325				354					0				
Crit Moves:		****				****						****			

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2008 w/ Project-Scenario 2 PM Peak

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

Intersection #97 La CIENEGA BLVD. @ 405 S/B RAMP

Cycle (sec): 100 Critical Vol./Cap. (X): 0.494
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			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected				Protected				Split Phase			
Rights:	Include				Include				Include			
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
Volume Module:															
Base Vol:	0	617		34		643	928		5		0	0		0	
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Initial Bse:	0	617		34		643	928		5		0	0		0	
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Volume:	0	617		34		643	928		5		0	0		0	
Reduct Vol:	0	0		0		0	0		0		0	0		0	
Reduced Vol:	0	617		34		643	928		5		0	0		0	
PCE Adj:	1.00	1.00		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		1.10	
Final Vol.:	0	617		34		707	928		5		0	0		0	
Saturation Flow Module:															
Sat/Lane:	1375	1375		1375		1375	1375		1375		1375	1375		1375	
Adjustment:	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	
Final Sat.:	0	2606		144		2750	2735		15		0	1375		0	
Capacity Analysis Module:															
Vol/Sat:	0.00	0.24		0.24		0.26	0.34		0.34		0.00	0.00		0.00	
Crit Vol:		325				354					0				
Crit Moves:		****				****						****			

Street Name:	La CIENEGA BLVD.								405 S/B RAMP			
Approach:	North Bound				South Bound				East Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected				Protected				Split Phase			
Rights:	Include				Include				Include			
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
Volume Module:															
Base Vol:	0	617		34		643	928		5		0	0		0	
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Initial Bse:	0	617		34		643	928		5		0	0		0	
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Volume:	0	617		34		643	928		5		0	0		0	
Reduct Vol:	0	0		0		0	0		0		0	0		0	
Reduced Vol:	0	617		34		643	928		5		0	0		0	
PCE Adj:	1.00	1.00		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		1.10	
Final Vol.:	0	617		34		707	928		5		0	0		0	
Saturation Flow Module:															
Sat/Lane:	1375	1375		1375		1375	1375		1375		1375	1375		1375	
Adjustment:	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	
Final Sat.:	0	2606		144		2750	2735		15		0	1375		0	
Capacity Analysis Module:															
Vol/Sat:	0.00	0.24		0.24		0.26	0.34		0.34		0.00	0.00		0.00	
Crit Vol:		325				354					0				
Crit Moves:		****				****						****			

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2008 w/ Project-Scenario 2 PM Peak
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                        Level Of Service Computation Report
                Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #98 La CIENEGA BLVD. @ 405 S/B RAMP
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.427
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       32               Level Of Service:                  A
********************************************************************************
Street Name:         La CIENEGA BLVD.                  405 S/B RAMP
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|--------------||--------------||--------------||--------------|
Control:          Permitted        Permitted      Split Phase      Split Phase
Rights:             Include          Include          Include          Include
Min. Green:     0     0     0     0     0     0     0     0     0     0     0     0
Lanes:        1  0  2  0  1    1  0  2  1  0    0  0  0  0  1    2  0  0  0  1
------------|--------------||--------------||--------------||--------------|
Volume Module:
Base Vol:       0   546    69   219  1233     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   219  1233     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   219  1233     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   219  1233     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   219  1233     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  4261    14     0     0  1425  2850     0  1425
------------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:     0.00  0.19  0.05  0.15  0.29  0.29  0.00  0.00  0.02  0.06  0.00  0.07
Crit Vol:          273         219                       28    88
Crit Moves:       ****        ****                    ****  ****
********************************************************************************

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                        Level Of Service Computation Report
                Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #101 SEPULVEDA BLVD. @ LA TIJERA BLVD.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.740
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       88               Level Of Service:                  C
********************************************************************************
Street Name:       Sepulveda Boulevard              La Tijera Boulevard
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|--------------||--------------||--------------||--------------|
Control:       Prot+Permit      Prot+Permit      Prot+Permit      Prot+Permit
Rights:            Include          Include          Include          Include
Min. Green:     0     0     0     0     0     0     0     0     0     0     0     0
Lanes:        1  0  2  1  0    1  0  2  1  0    1  0  2  0  1    1  0  1  1  0
------------|--------------||--------------||--------------||--------------|
Volume Module:
Base Vol:     142  1400   175    63  1184    80    70   461    83   199   378    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:  142  1400   175    63  1184    80    70   461    83   199   378    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:   142  1400   175    63  1184    80    70   461    83   199   378    60
Reduct Vol:     0     0     0     0     0     0     0     0     0     0     0     0
Reduced Vol:  142  1400   175    63  1184    80    70   461    83   199   378    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  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Final Vol.:   142  1400   175    63  1184    80    70   461    83   199   378    60
------------|--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:    1375  1375  1375  1375  1375  1375  1375  1375  1375  1375  1375  1375
Adjustment:  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Lanes:       1.00  2.67  0.33  1.00  2.81  0.19  1.00  2.00  1.00  1.00  1.73  0.27
Final Sat.:  1375  3667   458  1375  3864   261  1375  2750  1375  1375  2373   377
------------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:     0.10  0.38  0.38  0.05  0.31  0.31  0.05  0.17  0.06  0.14  0.16  0.16
Crit Vol:          525           63                      231           199
Crit Moves:       ****          ****                    ****          ****
********************************************************************************

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2008 w/ Project-Scenario 2 PM Peak

TBIT RP

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

Intersection #108 SEPULVEDA BLVD. @ LINCOLN BLVD.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.786
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 87 Level Of Service: C

Street Name:	SEPULVEDA BOULEVARD									LINCOLN BOULEVARD								
Approach:	North Bound				South Bound				East Bound				West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected				Permitted				Permitted				Permitted					
Rights:	Include				Include				Include				Include					
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0			
Lanes:	4	0	2	1	0	0	0	3	1	0	0	0	0	0	4	0	0	0	0	1
Volume Module:																				
Base Vol:	1329	1804		337		0	1612		13		0		0	1267		0		0		6
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00	1.00		1.00		1.00		1.00
Initial Bse:	1329	1804		337		0	1612		13		0		0	1267		0		0		6
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00	1.00		1.00		1.00		1.00
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00	1.00		1.00		1.00		1.00
PHF Volume:	1329	1804		337		0	1612		13		0		0	1267		0		0		6
Reduct Vol:	0	0		0		0	0		0		0		0	0		0		0		0
Reduced Vol:	1329	1804		337		0	1612		13		0		0	1267		0		0		6
PCE Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00	1.00		1.00		1.00		1.00
MLF Adj:	1.10	1.00		1.00		1.00	1.00		1.00		1.00		1.00	1.10		1.00		1.00		1.00
Final Vol.:	1462	1804		337		0	1612		13		0		0	1394		0		0		6
Saturation Flow Module:																				
Sat/Lane:	1425	1425		1425		1425	1425		1425		1425		1425	1425		1425		1425		1425
Adjustment:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00	1.00		1.00		1.00		1.00
Lanes:	4.00	2.53		0.47		0.00	3.97		0.03		0.00		0.00	4.00		0.00		0.00		1.00
Final Sat.:	5700	3602		673		0	5654		46		0		0	5700		0		0		1425
Capacity Analysis Module:																				
Vol/Sat:	0.26	0.50		0.50		0.00	0.29		0.29		0.00		0.00	0.24		0.00		0.00		0.00
Crit Vol:	365						406							348		0				
Crit Moves:	****						****							****		****				

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2008 w/ Project-Scenario 2 PM Peak

TBIT RP

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

Intersection #114 SEPULVEDA BLVD. @ MANCHESTER AVE.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.954
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	Sepulveda Boulevard									Manchester Avenue								
Approach:	North Bound				South Bound				East Bound				West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Prot+Permit				Prot+Permit				Permit+Prot				Prot+Permit					
Rights:	Include				Include				Include				Include					
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0			
Lanes:	1	0	2	1	0	1	0	2	1	0	2	0	2	0	1	1	0	2	0	1
Volume Module:																				
Base Vol:	107	1382		84		238	1206		261		209		991	97		89		835		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:	107	1382		84		238	1206		261		209		991	97		89		835		188
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00	1.00		1.00		1.00		1.00
PHF Adj:	1.00	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	1382		84		238	1206		261		209		991	97		89		835		188
Reduct Vol:	0	0		0		0	0		0		0		0	0		0		0		0
Reduced Vol:	107	1382		84		238	1206		261		209		991	97		89		835		188
PCE Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00	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	1382		84		238	1206		261		230		991	97		89		835		188
Saturation Flow Module:																				
Sat/Lane:	1375	1375		1375		1375	1375		1375		1375		1375	1375		1375		1375		1375
Adjustment:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00	1.00		1.00		1.00		1.00
Lanes:	1.00	2.83		0.17		1.00	2.47		0.53		2.00		2.00	1.00		1.00		2.00		1.00
Final Sat.:	1375	3889		236		1375	3391		734		2750		2750	1375		1375		2750		1375
Capacity Analysis Module:																				
Vol/Sat:	0.08	0.36		0.36		0.17	0.36		0.36		0.08		0.36	0.07		0.06		0.30		0.14
Crit Vol:		489					238						496			89				
Crit Moves:		****					****						****			****				

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2008 w/ Project-Scenario 2 PM Peak

TBIT RP

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

Intersection #123 WESTCHESTER PARKWAY @ PERSHING DRIVE

Cycle (sec): 100 Critical Vol./Cap. (X): 0.325
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Street Name:	Pershing Drive						Westchester Parkway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2 0 1	1	0	2 0 0	0	0	0 0 0	2	0	0 0 1
Volume Module:												
Base Vol:	0	547	256	77	478	0	0	0	0	126	0	113
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	547	256	77	478	0	0	0	0	126	0	113
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	547	256	77	478	0	0	0	0	126	0	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	547	256	77	478	0	0	0	0	126	0	113
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	547	256	77	478	0	0	0	0	139	0	113
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	2850	1425	1425	2850	0	0	0	0	2850	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.18	0.05	0.17	0.00	0.00	0.00	0.00	0.05	0.00	0.08
Crit Vol:		274		77			0					113
Crit Moves:		****		****								****

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TBIT RP

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

Intersection #135 SEPULVEDA BLVD. @ WESTCHESTER PARKWAY

Cycle (sec): 100 Critical Vol./Cap. (X): 0.712
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 79 Level Of Service: C

Street Name:	Sepulveda Boulevard						Westchester Parkway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2 1 0	1	0	2 1 0	1	0	1 1 0	1	0	1 1 0
Volume Module:												
Base Vol:	166	1497	61	134	1348	36	53	196	100	178	311	135
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	166	1497	61	134	1348	36	53	196	100	178	311	135
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	166	1497	61	134	1348	36	53	196	100	178	311	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	166	1497	61	134	1348	36	53	196	100	178	311	135
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	166	1497	61	134	1348	36	53	196	100	178	311	135
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.88	0.12	1.00	2.92	0.08	1.00	1.32	0.68	1.00	1.39	0.61
Final Sat.:	1375	3963	162	1375	4018	107	1375	1821	929	1375	1918	832
Capacity Analysis Module:												
Vol/Sat:	0.12	0.38	0.38	0.10	0.34	0.34	0.04	0.11	0.11	0.13	0.16	0.16
Crit Vol:		519		134				148		178		
Crit Moves:		****		****				****		****		

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TBIT RP

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

Intersection #136 SEPULVEDA @ 76th/77th STREET

Cycle (sec): 100 Critical Vol./Cap. (X): 0.624
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: B

Street Name:	Sepulveda Boulevard						76th/77th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	1 0	1 0	2	1 0	2 0	1	0 1	1 0	1	0 1
Volume Module:												
Base Vol:	36	1683	33	110	1855	289	200	54	70	35	57	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	1683	33	110	1855	289	200	54	70	35	57	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	1683	33	110	1855	289	200	54	70	35	57	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	1683	33	110	1855	289	200	54	70	35	57	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
Final Vol.:	36	1683	33	110	1855	289	220	54	70	35	57	75
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.94	0.06	1.00	2.60	0.40	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1500	4413	87	1500	3893	607	3000	1500	1500	1500	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.02	0.38	0.38	0.07	0.48	0.48	0.07	0.04	0.05	0.02	0.04	0.05
Crit Vol:	36			715			110					75
Crit Moves:	****			****			****					****

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TBIT RP

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

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

Cycle (sec): 100 Critical Vol./Cap. (X): 0.580
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Street Name:	Sepulveda Boulevard						79th/80th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	1 0	1 0	3	0 1	1 0	1	0 1	1 0	0	1 0
Volume Module:												
Base Vol:	91	1667	26	60	1691	193	112	87	58	22	75	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	91	1667	26	60	1691	193	112	87	58	22	75	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	91	1667	26	60	1691	193	112	87	58	22	75	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	1667	26	60	1691	193	112	87	58	22	75	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	91	1667	26	60	1691	193	112	87	58	22	75	28
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.95	0.05	1.00	3.00	1.00	1.00	1.00	1.00	1.00	0.73	0.27
Final Sat.:	1500	4431	69	1500	4500	1500	1500	1500	1500	1500	1092	408
Capacity Analysis Module:												
Vol/Sat:	0.06	0.38	0.38	0.04	0.38	0.13	0.07	0.06	0.04	0.01	0.07	0.07
Crit Vol:	91			564			112				103	
Crit Moves:	****			****			****				****	

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2008 w/ Project-Scenario 2 PM Peak

TBIT RP

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

Intersection #138 SEPULVEDA BLVD. @ 83rd STREET

Cycle (sec): 100 Critical Vol./Cap. (X): 0.530
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Street Name:	Sepulveda Boulevard						83rd Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	1 0	1 0	2	1 0	0 0	1!	0 0	1 0	0	1 0
Volume Module:												
Base Vol:	65	1668	13	35	1604	71	57	70	36	9	39	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	1668	13	35	1604	71	57	70	36	9	39	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	65	1668	13	35	1604	71	57	70	36	9	39	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	1668	13	35	1604	71	57	70	36	9	39	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	65	1668	13	35	1604	71	57	70	36	9	39	25
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.98	0.02	1.00	2.87	0.13	0.35	0.43	0.22	1.00	0.61	0.39
Final Sat.:	1500	4465	35	1500	4309	191	525	644	331	1500	914	586
Capacity Analysis Module:												
Vol/Sat:	0.04	0.37	0.37	0.02	0.37	0.37	0.11	0.11	0.11	0.01	0.04	0.04
Crit Vol:	65				558			163		9		
Crit Moves:	****				****			****		****		

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2008 w/ Project-Scenario 2 PM Peak

TBIT RP

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

Intersection #1000 La CIENEGA BLVD. @ 104 TH STREET

Cycle (sec): 100 Critical Vol./Cap. (X): 0.494
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.						104 TH STREET					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	2	1 0	1 0	1	0 1	0 0	1!	0 0
Volume Module:												
Base Vol:	101	528	21	21	858	20	111	3	310	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	858	20	111	3	310	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	858	20	111	3	310	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	528	21	21	858	20	111	3	310	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	858	20	111	3	310	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	4178	97	1425	1425	1425	0	1425	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.19	0.19	0.01	0.21	0.21	0.08	0.00	0.22	0.00	0.00	0.00
Crit Vol:	101				293				310	0		
Crit Moves:	****				****				****			

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2008 w/ Project-Scenario 3-AM Peak

TBIT RP

Scenario Report

Scenario:	2008 w/ Project-Scenario 3-AM Peak(6:00-7:00 AM)
Command:	Delivery
Volume:	Delivery
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

2008 w/ Project-Scenario 3-AM Peak

TBIT RP

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

Intersection #14 AVIATION BLVD. @ CENTURY BLVD.

Cycle (sec):	100			Critical Vol./Cap. (X):			0.540								
Loss Time (sec):	0 (Y+R = 4 sec)			Average Delay (sec/veh):			xxxxxx								
Optimal Cycle:	50			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	220	61	1163	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	220	61	1163	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	220	61	1163	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	220	61	1163	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	220	61	1163	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	3.04	0.96	1.00	3.70	0.30			
Final Sat.:	2750	2548	202	2750	2750	1375	1375	4185	1315	1375	5093	407			
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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TBIT RP

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

Intersection #16 IMPERIAL HWY. @ AVIATION BL.

Cycle (sec):	100			Critical Vol./Cap. (X):			0.619								
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:	167	402	90	130	220	121	101	190	59	219	761	595			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	167	402	90	130	220	121	101	190	59	219	761	595			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	167	402	90	130	220	121	101	190	59	219	761	595			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	167	402	90	130	220	121	101	190	59	219	761	595			
PCE Adj:	1.00	1.00	1.00	1.00	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.:	184	402	90	143	220	133	111	190	59	241	761	595			
Saturation Flow Module:															
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375			
Adjustment:	1.00	1.00	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	1.87	1.13	2.00	2.29	0.71	2.00	3.00	1.00			
Final Sat.:	2750	2750	1375	2750	2570	1555	2750	3148	977	2750	4125	1375			
Capacity Analysis Module:															
Vol/Sat:	0.07	0.15	0.07	0.05	0.09	0.09	0.04	0.06	0.06	0.09	0.18	0.43			
Crit Vol:		201			0			56				595			
Crit Moves:		****			****			****				****			

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

Intersection #19 AVIATION BLVD. @ 111TH

Cycle (sec):	100			Critical Vol./Cap. (X):			0.450								
Loss Time (sec):	0	(Y+R =	4 sec)	Average Delay (sec/veh):			xxxxxx								
Optimal Cycle:	41			Level Of Service:			A								
Street Name:	AVIATION BLVD.						111TH STREET								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R			
Control:	Protected			Protected			Protected			Protected					
Rights:	Ovl			Include			Include			Ovl					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 0	1 0	1	0 1	1 0			
Volume Module:															
Base Vol:	21	897	90	74	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	90	74	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	90	74	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	90	74	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	90	74	536	40	26	13	21	25	25	64			
Saturation Flow Module:															
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	1.00	1.82	0.18	1.00	1.86	0.14	1.00	0.38	0.62	1.00	1.00	1.00			
Final Sat.:	1375	2499	251	1375	2559	191	1375	526	849	1375	1375	1375			
Capacity Analysis Module:															
Vol/Sat:	0.02	0.36	0.36	0.05	0.21	0.21	0.02	0.02	0.02	0.02	0.02	0.05			
Crit Vol:		494			74			26			25				
Crit Moves:		****			****			****			****				

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

Intersection #36 La CIENEGA BLVD. @ CENTURY BLVD

Cycle (sec): 100 Critical Vol./Cap. (X): 0.455
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	310	405	65	419	257	214	920	361
Growth Adj:	1.00 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	310	405	65	419	257	214	920	361
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Adj:	1.00 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	310	405	65	419	257	214	920	361
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	263	136	67	310	405	65	419	257	214	920	361
PCE Adj:	1.00 1.00	1.00		1.00 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	310	446	65	419	257	214	920	361
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00 1.00	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	0.16	0.22	0.26
Crit Vol:	0			155					257	214		
Crit Moves:	****			****					****	****		

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

Intersection #39 CENTURY BLVD. @ 405 N/B RAMP

Cycle (sec): 100 Critical Vol./Cap. (X): 0.520
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Street Name:	405 NORTH OFF RAMP						CENTURY BLVD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	0	0 1	0	0	0 0 1	1 0	2	1 1	0	0 2	1 0
Volume Module:												
Base Vol:	682	0	106	0	0	24	7	350	251	0	1116	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	1116	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	1116	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	1116	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	1116	6
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Lanes:	2.00	0.00	1.00	0.00	0.00	1.00	1.00	2.24	1.76	0.00	2.98	0.02
Final Sat.:	3000	0	1500	0	0	1500	1500	3354	2646	0	4476	24
Capacity Analysis Module:												
Vol/Sat:	0.25	0.00	0.07	0.00	0.00	0.02	0.00	0.10	0.10	0.00	0.25	0.25
Crit Vol:	375					24	7				374	
Crit Moves:	****					****	****				****	

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

Intersection #47 IMPERIAL HWY. @ DOUGLAS ST.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.267
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Street Name:	DOUGLAS STREET				IMPERIAL HWY.			
Approach:	North Bound		South Bound		East Bound		West Bound	
Movement:	L - T - R		L - T - R		L - T - R		L - T - R	
Control:	Split Phase		Split Phase		Protected		Protected	
Rights:	Include		Include		Include		Include	
Min. Green:	0 0 0		0 0 0		0 0 0		0 0 0	
Lanes:	1 0 1 0 2		1 0 1! 0 1		1 0 2 1 0		2 0 2 1 0	
Volume Module:								
Base Vol:	41 9 56		12 3 11		19 317 58		74 849 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:	41 9 56		12 3 11		19 317 58		74 849 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:	41 9 56		12 3 11		19 317 58		74 849 46	
Reduct Vol:	0 0 0		0 0 0		0 0 0		0 0 0	
Reduced Vol:	41 9 56		12 3 11		19 317 58		74 849 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.:	41 9 62		13 3 12		19 317 58		81 849 46	
Saturation Flow Module:								
Sat/Lane:	1375 1375 1375		1375 1375 1375		1375 1375 1375		1375 1375 1375	
Adjustment:	1.00 1.00 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 2.54 0.46		2.00 2.85 0.15	
Final Sat.:	1375 1375 2750		1924 437 1764		1375 3487 638		2750 3913 212	
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 0.22 0.22	
Crit Vol:	41		9		19		298	
Crit Moves:	****		****		****		****	

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

Intersection #65 SEPULVEDA @ H. HUGHES PARKWAY

Cycle (sec): 100 Critical Vol./Cap. (X): 0.326
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 21 Level Of Service: A

Street Name:	Sepulveda Boulevard				H. Hughes Parkway			
Approach:	North Bound		South Bound		East Bound		West Bound	
Movement:	L - T - R		L - T - R		L - T - R		L - T - R	
Control:	Permitted		Permitted		Permitted		Permitted	
Rights:	Ignore		Include		Include		Include	
Min. Green:	0 0 0		0 0 0		0 0 0		0 0 0	
Lanes:	0 0 4 0 1		2 0 3 0 0		0 0 0 0 0		3 0 0 0 1	
Volume Module:								
Base Vol:	0 1123 540		91 413 0		0 0 0		352 0 158	
Growth Adj:	1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00	
Initial Bse:	0 1123 540		91 413 0		0 0 0		352 0 158	
User Adj:	1.00 1.00 0.00		1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00	
PHF Adj:	1.00 1.00 0.00		1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00	
PHF Volume:	0 1123 0		91 413 0		0 0 0		352 0 158	
Reduct Vol:	0 0 0		0 0 0		0 0 0		0 0 0	
Reduced Vol:	0 1123 0		91 413 0		0 0 0		352 0 158	
PCE Adj:	1.00 1.00 0.00		1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00	
MLF Adj:	1.00 1.00 0.00		1.10 1.00 1.00		1.00 1.00 1.00		1.10 1.00 1.00	
Final Vol.:	0 1123 0		100 413 0		0 0 0		387 0 158	
Saturation Flow Module:								
Sat/Lane:	1500 1500 1500		1500 1500 1500		1500 1500 1500		1500 1500 1500	
Adjustment:	1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00	
Lanes:	0.00 4.00 1.00		2.00 3.00 0.00		0.00 0.00 0.00		3.00 0.00 1.00	
Final Sat.:	0 6000 1500		3000 4500 0		0 0 0		4500 0 1500	
Capacity Analysis Module:								
Vol/Sat:	0.00 0.19 0.00		0.03 0.09 0.00		0.00 0.00 0.00		0.09 0.00 0.11	
Crit Vol:	281		50		0		158	
Crit Moves:	****		****				****	

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

Intersection #67 IMPERIAL HWY. @ La CIENEGA BLVD.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.314
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.						IMPERIAL HWY.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 1	1 1	2	0 1	1 1	2	0 3	0 2	2	0 3	0 2
Volume Module:												
Base Vol:	59	133	83	42	114	208	160	122	135	41	591	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:	59	133	83	42	114	208	160	122	135	41	591	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:	59	133	83	42	114	208	160	122	135	41	591	297
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	133	83	42	114	208	160	122	135	41	591	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.:	65	133	91	46	114	229	176	122	149	45	591	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	1.00	2.00	2.00	3.00	2.00	2.00	3.00	2.00
Final Sat.:	2750	2446	1679	2750	1375	2750	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	0.14	0.12
Crit Vol:	32			114			88			197		
Crit Moves:	****			****			****			****		

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

Intersection #68 IMPERIAL HWY @MAIN STREET

Cycle (sec): 100 Critical Vol./Cap. (X): 0.490
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:	209	0	461	2	0	0	0	662	92	251	1132	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	662	92	251	1132	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	662	92	251	1132	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	209	0	0	2	0	0	0	662	92	251	1132	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	662	92	251	1132	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	0.40	0.00
Crit Vol:	115			2			331			251		
Crit Moves:	****			****			****			****		

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                      Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #69 IMPERIAL HWY @ PERSHING DR.
********************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.796
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180                Level Of Service:                  C
********************************************************************************
Street Name:    PERSHING DR./HYPERION DWY.               IMPERIAL HWY
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase        Permitted        Permitted
Rights:           Include          Include          Include            Ovl
Min. Green:    0     0     0     0     0     0     0     0     0     0     0     0
Lanes:        0  0  1! 0  0   1  1  0  0  1   2  0  1  1  0   1  0  2  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:        1     0     1   538     2    41   132   240     4     8   249  1059
Growth Adj:   1.00  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   538     2    41   132   240     4     8   249  1059
User Adj:     1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Adj:      1.00  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   538     2    41   132   240     4     8   249  1059
Reduct Vol:      0     0     0     0     0     0     0     0     0     0     0     0
Reduced Vol:     1     0     1   538     2    41   132   240     4     8   249  1059
PCE Adj:      1.00  1.00  1.00  1.00  1.00  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   592     2    41   145   240     4     8   249  1059
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:     1425  1425  1425  1425  1425  1425  1425  1425  1425  1425  1425  1425
Adjustment:   1.00  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.:    713     0   713  2840    10  1425  2850  2803    47  1425  2850  1425
------------|---------------||---------------||---------------||---------------|
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  0.74
Crit Vol:                    2     0                73                        1059
Crit Moves:               ****  ****              ****                        ****
********************************************************************************
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                      Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #71 IMPERIAL HWY @ SEPULVEDA BL.
********************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.590
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:       73  1021   479   147  1331    20   125   205    94   151   296   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  1021   479   147  1331    20   125   205    94   151   296   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  1021   479   147  1331    20   125   205    94   151   296   182
Reduct Vol:      0     0     0     0     0     0     0     0     0     0     0     0
Reduced Vol:    73  1021   479   147  1331    20   125   205    94   151   296   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  1021   479   162  1331    20   138   205    94   166   296   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  0.25  0.35  0.06  0.25  0.25  0.05  0.05  0.07  0.06  0.07  0.13
Crit Vol:                  479    81                69                         182
Crit Moves:               ****  ****              ****                        ****
********************************************************************************
```

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

Intersection #73 IMPERIAL HWY @ NASH ST.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.574
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 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	382	64	145	748	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	382	64	145	748	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	382	64	145	748	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	0	15	213	757	370	0	382	64	145	748	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	382	64	160	748	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	2.57	0.43	2.00	3.00	0.00
Final Sat.:	1425	0	2850	1425	2623	1652	0	3662	613	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	0.17	0.00
Crit Vol:			8		411			149			249	
Crit Moves:			****		****			****			****	

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

Intersection #74 IMPERIAL HWY. @ 105 RAMP

Cycle (sec): 100 Critical Vol./Cap. (X): 0.655
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: B

Street Name: / 105 RAMP IMPERIAL HWY.

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	0	0	2	0	0	0	0	0	0	0	2	1	1	2	0	2	0	0
Volume Module:																				
Base Vol:	755	0	339	0	0	0	0	172	264	52	865	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:	755	0	339	0	0	0	0	172	264	52	865	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:	755	0	339	0	0	0	0	172	264	52	865	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	755	0	339	0	0	0	0	172	264	52	865	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.:	831	0	373	0	0	0	0	172	290	57	865	0
Saturation Flow Module:																				
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	2.00	2.00	2.00	0.00
Final Sat.:	2850	0	2850	0	0	0	0	2850	2850	2850	2850	0
Capacity Analysis Module:																				
Vol/Sat:	0.29	0.00	0.13	0.00	0.00	0.00	0.00	0.06	0.10	0.02	0.30	0.00
Crit Vol:	415					0			86			433	
Crit Moves:	****							****			****	

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TBIT RP

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

Intersection #75 IMPERIAL HWY. @ 405 NORTH RAMP

Cycle (sec): 100 Critical Vol./Cap. (X): 0.304
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Street Name:	405 NORTH RAMP						IMPERIAL HWY					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1! 0	0	0	0 0	0	0	2 1	1	0	2 1 1
Volume Module:												
Base Vol:	303	0	41	0	0	0	0	179	47	0	739	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:	303	0	41	0	0	0	0	179	47	0	739	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:	303	0	41	0	0	0	0	179	0	0	739	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	303	0	41	0	0	0	0	179	0	0	739	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.:	333	0	41	0	0	0	0	179	0	0	739	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:	1.78	0.00	0.22	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	2538	0	312	0	0	0	0	4275	1425	0	4275	1425
Capacity Analysis Module:												
Vol/Sat:	0.13	0.00	0.13	0.00	0.00	0.00	0.00	0.04	0.00	0.00	0.17	0.00
Crit Vol:			187			0		0			246	
Crit Moves:			****				****				****	

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

Intersection #89 La CIENEGA BLVD. @ LENNOX BLVD

Cycle (sec): 100 Critical Vol./Cap. (X): 0.294
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	302	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	302	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	302	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	302	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	302	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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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #94 La CIENEGA BLVD. @ 111TH STREET

Cycle (sec):	100				Critical Vol./Cap. (X):				0.303						
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.								/ 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:	257	388	0		0	275	107		59	0	47		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:	257	388	0		0	275	107		59	0	47		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:	257	388	0		0	275	107		59	0	47		0	0	0
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0
Reduced Vol:	257	388	0		0	275	107		59	0	47		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.:	257	388	0		0	275	107		65	0	47		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	2.16	0.84		2.00	0.00	1.00		0.00	0.00	0.00
Final Sat.:	1425	2850	0		0	3078	1197		2850	0	1425		0	0	0
Capacity Analysis Module:															
Vol/Sat:	0.18	0.14	0.00		0.00	0.09	0.09		0.02	0.00	0.03		0.00	0.00	0.00
Crit Vol:	257					127					47			0	
Crit Moves:	****					****					****				

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TBIT RP

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

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

Cycle (sec):	100				Critical Vol./Cap. (X):				0.536						
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	584	75		122	274	0		0	0	0		595	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	274	0		0	0	0		595	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	274	0		0	0	0		595	0	44
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0
Reduced Vol:	0	584	75		122	274	0		0	0	0		595	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	274	0		0	0	0		655	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		2670	0	180
Capacity Analysis Module:															
Vol/Sat:	0.00	0.20	0.06		0.09	0.10	0.00		0.00	0.00	0.00		0.25	0.00	0.25
Crit Vol:		292				122					0			349	
Crit Moves:		****				****								****	

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TBIT RP

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

Intersection #97 La CIENEGA BLVD. @ 405 S/B RAMP

Cycle (sec): 100 Critical Vol./Cap. (X): 0.308
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	400	6	0	0	1	0	0	120
Growth Adj:	1.00	1.00	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	400	6	0	0	1	0	0	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	400	6	0	0	1	0	0	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	444	22	344	400	6	0	0	1	0	0	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	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	400	6	0	0	1	0	0	132
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	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	0.05
Crit Vol:		233			189				1			0
Crit Moves:		****			****				****		****	

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

Intersection #98 La CIENEGA BLVD. @ 405 S/B RAMP

Cycle (sec): 100 Critical Vol./Cap. (X): 0.243
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			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 2	1 0	0	0 1!	0 0	2	0 0	0 1
Volume Module:												
Base Vol:	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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TBIT RP

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

Intersection #101 SEPULVEDA BLVD. @ LA TIJERA BLVD.

Cycle (sec):	100				Critical Vol./Cap. (X):				0.447						
Loss Time (sec):	0 (Y+R = 4 sec)				Average Delay (sec/veh):				xxxxxx						
Optimal Cycle:	41				Level Of Service:				A						
Street Name:	Sepulveda Boulevard						La Tijera Boulevard								
Approach:	North Bound				South Bound				East Bound				West Bound		
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T - R
Control:	Prot+Permit				Prot+Permit				Prot+Permit				Prot+Permit		
Rights:	Include				Include				Include				Include		
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0
Lanes:	1	0	2	1 0	1	0	2	1 0	1	0	2	0 1	1	0	1 1 0
Volume Module:															
Base Vol:	75	1010		79	22	700		99	37	212		38	124	136	16
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00
Initial Bse:	75	1010		79	22	700		99	37	212		38	124	136	16
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00
PHF Volume:	75	1010		79	22	700		99	37	212		38	124	136	16
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0	0
Reduced Vol:	75	1010		79	22	700		99	37	212		38	124	136	16
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00
Final Vol.:	75	1010		79	22	700		99	37	212		38	124	136	16
Saturation Flow Module:															
Sat/Lane:	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375	1375
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00
Lanes:	1.00	2.78		0.22	1.00	2.63		0.37	1.00	2.00		1.00	1.00	1.79	0.21
Final Sat.:	1375	3826		299	1375	3614		511	1375	2750		1375	1375	2461	289
Capacity Analysis Module:															
Vol/Sat:	0.05	0.26		0.26	0.02	0.19		0.19	0.03	0.08		0.03	0.09	0.06	0.06
Crit Vol:		363				22				106			124		
Crit Moves:		****				****				****			****		

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TBIT RP

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

Intersection #108 SEPULVEDA BLVD. @ LINCOLN BLVD.

Cycle (sec):	100				Critical Vol./Cap. (X):				0.479						
Loss Time (sec):	0 (Y+R = 4 sec)				Average Delay (sec/veh):				xxxxxx						
Optimal Cycle:	51				Level Of Service:				A						
Street Name:	SEPULVEDA BOULEVARD						LINCOLN BOULEVARD								
Approach:	North Bound				South Bound				East Bound				West Bound		
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T - R
Control:	Protected				Permitted				Permitted				Permitted		
Rights:	Include				Include				Include				Include		
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0
Lanes:	4	0	2	1 0	0	0	3	1 0	0	0	0	0 4	0	0	0 0 1
Volume Module:															
Base Vol:	876	1270		207	0	867		2	0	0		693	0	0	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:	876	1270		207	0	867		2	0	0		693	0	0	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:	876	1270		207	0	867		2	0	0		693	0	0	1
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0	0
Reduced Vol:	876	1270		207	0	867		2	0	0		693	0	0	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:	1.10	1.00		1.00	1.00	1.00		1.00	1.00	1.10		1.00	1.00	1.00	1.00
Final Vol.:	964	1270		207	0	867		2	0	0		762	0	0	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:	4.00	2.58		0.42	0.00	3.99		0.01	0.00	0.00		4.00	0.00	0.00	1.00
Final Sat.:	5700	3676		599	0	5687		13	0	0		5700	0	0	1425
Capacity Analysis Module:															
Vol/Sat:	0.17	0.35		0.35	0.00	0.15		0.15	0.00	0.00		0.13	0.00	0.00	0.00
Crit Vol:		492				217						191	0		
Crit Moves:		****										****	****		

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TBIT RP

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

Intersection #114 SEPULVEDA BLVD. @ MANCHESTER AVE.

Cycle (sec):	100			Critical Vol./Cap. (X):			0.571									
Loss Time (sec):	0 (Y+R = 4 sec)			Average Delay (sec/veh):			xxxxxx									
Optimal Cycle:	53			Level Of Service:			A									
Street Name:	Sepulveda Boulevard									Manchester Avenue						
Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R				
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit						
Rights:	Include			Include			Include			Include						
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0				
Lanes:	1	0 2	1 0	1	0 2	1 0	2	0 2	0 1	1	0 2	0 1				
Volume Module:																
Base Vol:	64	1014	37	82	770	71	77	341	41	53	622	262				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	64	1014	37	82	770	71	77	341	41	53	622	262				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	64	1014	37	82	770	71	77	341	41	53	622	262				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	64	1014	37	82	770	71	77	341	41	53	622	262				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	64	1014	37	82	770	71	85	341	41	53	622	262				
Saturation Flow Module:																
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	2.89	0.11	1.00	2.75	0.25	2.00	2.00	1.00	1.00	2.00	1.00				
Final Sat.:	1375	3980	145	1375	3777	348	2750	2750	1375	1375	2750	1375				
Capacity Analysis Module:																
Vol/Sat:	0.05	0.25	0.25	0.06	0.20	0.20	0.03	0.12	0.03	0.04	0.23	0.19				
Crit Vol:		350			82			42			311					
Crit Moves:		****			****			****			****					

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

Intersection #123 WESTCHESTER PARKWAY @ PERSHING DRIVE

Cycle (sec):	100			Critical Vol./Cap. (X):			0.449									
Loss Time (sec):	0 (Y+R = 4 sec)			Average Delay (sec/veh):			xxxxxx									
Optimal Cycle:	34			Level Of Service:			A									
Street Name:	Pershing Drive									Westchester Parkway						
Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R				
Control:	Permitted			Protected			Permitted			Permitted						
Rights:	Include			Include			Include			Include						
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0				
Lanes:	0	0 2	0 1	1	0 2	0 0	0	0 0	0 0	2	0 0	0 1				
Volume Module:																
Base Vol:	0	636	526	23	230	0	0	0	0	164	0	26				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	636	526	23	230	0	0	0	0	164	0	26				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	636	526	23	230	0	0	0	0	164	0	26				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	636	526	23	230	0	0	0	0	164	0	26				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00				
Final Vol.:	0	636	526	23	230	0	0	0	0	180	0	26				
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00				
Final Sat.:	0	2850	1425	1425	2850	0	0	0	0	2850	0	1425				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.22	0.37	0.02	0.08	0.00	0.00	0.00	0.00	0.06	0.00	0.02				
Crit Vol:			526	23				0		90						
Crit Moves:			****	****						****						

2008 w/ Project-Scenario 3-AM Peak

TBIT RP

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

Intersection #135 SEPULVEDA BLVD. @ WESTCHESTER PARKWAY

Cycle (sec):	100			Critical Vol./Cap. (X):			0.401										
Loss Time (sec):	0 (Y+R = 4 sec)			Average Delay (sec/veh):			xxxxxx										
Optimal Cycle:	38			Level Of Service:			A										
Street Name:	Sepulveda Boulevard						Westchester Parkway										
Approach:	North Bound			South Bound			East Bound			West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit							
Rights:	Include			Include			Include			Include							
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0					
Lanes:	1	0	2	1	0	1	0	2	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:																	
Base Vol:	91	1007		27		64	787		98		9	114		34		67	177		90	
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Initial Bse:	91	1007		27		64	787		98		9	114		34		67	177		90	
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Volume:	91	1007		27		64	787		98		9	114		34		67	177		90	
Reduct Vol:	0	0		0		0	0		0		0	0		0		0	0		0	
Reduced Vol:	91	1007		27		64	787		98		9	114		34		67	177		90	
PCE Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
MLF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Final Vol.:	91	1007		27		64	787		98		9	114		34		67	177		90	
Saturation Flow Module:																	
Sat/Lane:	1375	1375		1375		1375	1375		1375		1375	1375		1375		1375	1375		1375	
Adjustment:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Lanes:	1.00	2.92		0.08		1.00	2.67		0.33		1.00	1.54		0.46		1.00	1.33		0.67	
Final Sat.:	1375	4017		108		1375	3668		457		1375	2118		632		1375	1823		927	
Capacity Analysis Module:																	
Vol/Sat:	0.07	0.25		0.25		0.05	0.21		0.21		0.01	0.05		0.05		0.05	0.10		0.10	
Crit Vol:		345					64					9					133			
Crit Moves:		****					****					****					****			

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

Intersection #136 SEPULVEDA @ 76th/77th STREET

Cycle (sec):	100			Critical Vol./Cap. (X):			0.580										
Loss Time (sec):	0 (Y+R = 4 sec)			Average Delay (sec/veh):			xxxxxx										
Optimal Cycle:	34			Level Of Service:			A										
Street Name:	Sepulveda Boulevard						76th/77th Street										
Approach:	North Bound			South Bound			East Bound			West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Permitted			Permitted			Permitted			Permitted							
Rights:	Include			Include			Include			Include							
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0					
Lanes:	1	0	2	1	0	1	0	2	1	0	2	0	1	0	1	1	0	1	0	1
Volume Module:																	
Base Vol:	16	1397		10		20	852		71		384	27		30		12	21		170	
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Initial Bse:	16	1397		10		20	852		71		384	27		30		12	21		170	
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Volume:	16	1397		10		20	852		71		384	27		30		12	21		170	
Reduct Vol:	0	0		0		0	0		0		0	0		0		0	0		0	
Reduced Vol:	16	1397		10		20	852		71		384	27		30		12	21		170	
PCE Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		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.:	16	1397		10		20	852		71		422	27		30		12	21		170	
Saturation Flow Module:																	
Sat/Lane:	1500	1500		1500		1500	1500		1500		1500	1500		1500		1500	1500		1500	
Adjustment:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Lanes:	1.00	2.98		0.02		1.00	2.77		0.23		2.00	1.00		1.00		1.00	1.00		1.00	
Final Sat.:	1500	4468		32		1500	4154		346		3000	1500		1500		1500	1500		1500	
Capacity Analysis Module:																	
Vol/Sat:	0.01	0.31		0.31		0.01	0.21		0.21		0.14	0.02		0.02		0.01	0.01		0.11	
Crit Vol:		469					20					211							170	
Crit Moves:		****					****					****							****	

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2008 w/ Project-Scenario 3-AM Peak
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                        Level Of Service Computation Report
                 Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #137 SEPULVEDA BLVD. @ 79th/80th STREET
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.491
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       28               Level Of Service:                  A
********************************************************************************
Street Name:       Sepulveda Boulevard                79th/80th Street
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|--------------||--------------||--------------||--------------|
Control:          Permitted        Permitted        Permitted        Permitted
Rights:            Include          Include          Include          Include
Min. Green:      0     0     0     0     0     0     0     0     0     0     0     0
Lanes:        1  0  2  1  0    1  0  3  0  1    1  0  1  0  1    1  0  0  1  0
------------|--------------||--------------||--------------||--------------|
Volume Module:
Base Vol:       58 1389     6    17  827    74    74   54    39     9  111    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:    58 1389     6    17  827    74    74   54    39     9  111    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:     58 1389     6    17  827    74    74   54    39     9  111    70
Reduct Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    58 1389     6    17  827    74    74   54    39     9  111    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  1.00 1.00  1.00
Final Vol.:     58 1389     6    17  827    74    74   54    39     9  111    70
------------|--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:     1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.99  0.01  1.00 3.00  1.00  1.00 1.00  1.00  1.00 0.61  0.39
Final Sat.:  1500 4481    19  1500 4500  1500  1500 1500  1500  1500  920   580
------------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.31  0.31  0.01 0.18  0.05  0.05 0.04  0.03  0.01 0.12  0.12
Crit Vol:          465         17              74                  181
Crit Moves:       ****        ****            ****                ****
********************************************************************************
```

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2008 w/ Project-Scenario 3-AM Peak
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                        Level Of Service Computation Report
                 Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #138 SEPULVEDA BLVD. @ 83rd STREET
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.378
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       23               Level Of Service:                  A
********************************************************************************
Street Name:       Sepulveda Boulevard                83rd Street
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|--------------||--------------||--------------||--------------|
Control:          Permitted        Permitted        Permitted        Permitted
Rights:            Include          Include          Include          Include
Min. Green:      0     0     0     0     0     0     0     0     0     0     0     0
Lanes:        1  0  2  1  0    1  0  2  1  0    0  0  1! 0  0    1  0  0  1  0
------------|--------------||--------------||--------------||--------------|
Volume Module:
Base Vol:       17 1283     3    18  798    34    36   42    29    14   52    23
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    17 1283     3    18  798    34    36   42    29    14   52    23
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     17 1283     3    18  798    34    36   42    29    14   52    23
Reduct Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    17 1283     3    18  798    34    36   42    29    14   52    23
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:     17 1283     3    18  798    34    36   42    29    14   52    23
------------|--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:     1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.99  0.01  1.00 2.88  0.12  0.34 0.39  0.27  1.00 0.69  0.31
Final Sat.:  1500 4490    10  1500 4316   184   505  589   407  1500 1040   460
------------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.29  0.29  0.01 0.18  0.18  0.07 0.07  0.07  0.01 0.05  0.05
Crit Vol:          429         18              107                 14
Crit Moves:       ****        ****            ****                ****
********************************************************************************
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2008 w/ Project-Scenario 3-AM Peak

TBIT RP

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

Intersection #1000 La CIENEGA BLVD. @ 104 TH STREET

Cycle (sec):	100		Critical Vol./Cap. (X):		0.229						
Loss Time (sec):	0 (Y+R = 4 sec)		Average Delay (sec/veh):		xxxxxx						
Optimal Cycle:	24		Level Of Service:		A						
Street Name:	La CIENEGA BLVD.				104 TH STREET						
Approach:	North Bound		South Bound		East Bound			West Bound			
Movement:	L - T - R		L - T - R		L - T - R			L - T - R			
Control:	Prot+Permit		Permitted		Permitted			Permitted			
Rights:	Include		Include		Include			Include			
Min. Green:	0 0 0		0 0 0		0 0 0			0 0 0			
Lanes:	1 0 1 1 0		1 0 2 1 0		1 0 1 0 1			0 0 1! 0 0			
Volume Module:											
Base Vol:	155 424	14	17 343	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	1.00		
Initial Bse:	155 424	14	17 343	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	1.00		
PHF Adj:	1.00 1.00	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	17 343	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	17 343	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	1.00		
MLF Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00		
Final Vol.:	155 424	14	17 343	41	21	1	40	3	1	1	
Saturation Flow Module:											
Sat/Lane:	1425 1425	1425	1425 1425	1425	1425 1425	1425	1425	1425 1425	1425		
Adjustment:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00		
Lanes:	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 2759	91	1425 3819	456	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		128		40	3					
Crit Moves:	****		****		****	****					

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2008 w/ Project-Scenario 3-PM Peak

TBIT RP

Scenario Report

Scenario:	2008 w/ Project-Scenario 3-PM Peak 3:30-4:30 PM)
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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2008 w/ Project-Scenario 3-PM Peak

TBIT RP

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

Intersection #14 AVIATION BLVD. @ CENTURY BLVD.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.834
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 138 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:	464	655	83	122	523	111	134	1726	420	94	1234	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:	464	655	83	122	523	111	134	1726	420	94	1234	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:	464	655	83	122	523	111	134	1726	420	94	1234	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	464	655	83	122	523	111	134	1726	420	94	1234	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.:	510	655	83	134	523	111	134	1726	420	94	1234	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	4424	1076	1375	5042	458
Capacity Analysis Module:												
Vol/Sat:	0.19	0.27	0.27	0.05	0.19	0.08	0.10	0.39	0.39	0.07	0.24	0.24
Crit Vol:	255			262			537			94		
Crit Moves:	****			****			****			****		

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2008 w/ Project-Scenario 3-PM Peak

TBIT RP

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

Intersection #16 IMPERIAL HWY. @ AVIATION BL.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.776
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 102 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	459	337	434	554	123	241	1176	258	219	430	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:	169	459	337	434	554	123	241	1176	258	219	430	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:	169	459	337	434	554	123	241	1176	258	219	430	348
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	169	459	337	434	554	123	241	1176	258	219	430	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:	1.10	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	459	337	477	554	135	265	1176	258	241	430	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:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.46	0.54	2.00	3.00	1.00
Final Sat.:	2750	2750	1375	2750	2750	1375	2750	3383	742	2750	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.07	0.17	0.25	0.17	0.20	0.10	0.10	0.35	0.35	0.09	0.10	0.25
Crit Vol:	230			239			478			120		
Crit Moves:	****			****			****			****		

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2008 w/ Project-Scenario 3-PM Peak

TBIT RP

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

Intersection #19 AVIATION BLVD. @ 111TH

Cycle (sec):	100				Critical Vol./Cap. (X):				0.585						
Loss Time (sec):	0	(Y+R =	4	sec)	Average Delay (sec/veh):				xxxxxx						
Optimal Cycle:	55				Level Of Service:				A						

Street Name:	AVIATION BLVD.						111TH STREET					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 0	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	19	882	105	91	1095	81	75	78	29	90	53	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:	19	882	105	91	1095	81	75	78	29	90	53	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:	19	882	105	91	1095	81	75	78	29	90	53	136
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	882	105	91	1095	81	75	78	29	90	53	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	1.00	1.00	1.00
Final Vol.:	19	882	105	91	1095	81	75	78	29	90	53	136
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.79	0.21	1.00	1.86	0.14	1.00	0.73	0.27	1.00	1.00	1.00
Final Sat.:	1375	2457	293	1375	2561	189	1375	1002	373	1375	1375	1375
Capacity Analysis Module:												
Vol/Sat:	0.01	0.36	0.36	0.07	0.43	0.43	0.05	0.08	0.08	0.07	0.04	0.10
Crit Vol:	19				588			107		90		
Crit Moves:	****				****			****		****		

2008 w/ Project-Scenario 3-PM Peak

TBIT RP

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

Intersection #36 La CIENEGA BLVD. @ CENTURY BLVD

Cycle (sec):	100				Critical Vol./Cap. (X):				0.995						
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	306	619	385	586	442	162	1208	794	114	751	234
Growth Adj:	1.00	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	306	619	385	586	442	162	1208	794	114	751	234
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	306	619	385	586	442	162	1208	794	114	751	234
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	151	306	619	385	586	442	162	1208	794	114	751	234
PCE Adj:	1.00	1.00	1.00	1.00	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	306	681	385	586	486	162	1208	794	114	751	234
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	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	3.05	0.95
Final Sat.:	1375	2750	2750	1375	2750	2750	1375	4125	1375	1375	4193	1307
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.25	0.28	0.21	0.18	0.12	0.29	0.58	0.08	0.18	0.18
Crit Vol:			340	385					794	0		
Crit Moves:			****	****					****	****		

2008 w/ Project-Scenario 3-PM Peak

TBIT RP

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

Intersection #39 CENTURY BLVD. @ 405 N/B RAMP

Cycle (sec): 100 Critical Vol./Cap. (X): 0.553
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Street Name:	405 NORTH OFF RAMP						CENTURY BLVD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	0	0	1	0	0	0	0	1	1	0	2	1	1	0	0	2	1	0
Volume Module:												
Base Vol:	429	0	408	0	0	32	33	1566	616	0	898	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	1566	616	0	898	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	1566	616	0	898	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	429	0	408	0	0	32	33	1566	616	0	898	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	1566	678	0	898	17
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	1.00	1.00	2.79	1.21	0.00	2.94	0.06
Final Sat.:	3000	0	1500	0	0	1500	1500	4188	1812	0	4416	84
Capacity Analysis Module:												
Vol/Sat:	0.16	0.00	0.27	0.00	0.00	0.02	0.02	0.37	0.37	0.00	0.20	0.20
Crit Vol:	236					32		561			0	
Crit Moves:	****					****		****			****	

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

Intersection #47 IMPERIAL HWY. @ DOUGLAS ST.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.523
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: A

Street Name:	DOUGLAS STREET						IMPERIAL HWY.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	0	2	1	0	1!	0	1	1	0	2	1	0	2	0	2	1	0
Volume Module:												
Base Vol:	169	17	424	84	14	42	38	1141	41	29	632	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:	169	17	424	84	14	42	38	1141	41	29	632	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:	169	17	424	84	14	42	38	1141	41	29	632	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	169	17	424	84	14	42	38	1141	41	29	632	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.:	169	17	466	92	14	46	38	1141	41	32	632	35
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	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	2.90	0.10	2.00	2.84	0.16
Final Sat.:	1375	1375	2750	2498	252	1375	1375	3982	143	2750	3909	216
Capacity Analysis Module:												
Vol/Sat:	0.12	0.01	0.17	0.04	0.06	0.03	0.03	0.29	0.29	0.01	0.16	0.16
Crit Vol:			233		76			394		16		
Crit Moves:			****		****			****		****		

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TBIT RP

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

Intersection #65 SEPULVEDA @ H. HUGHES PARKWAY

Cycle (sec): 100 Critical Vol./Cap. (X): 0.715
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: C

Street Name:	Sepulveda Boulevard						H. Hughes Parkway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 4	0 1	2	0 3	0 0	0	0 0	0 0	3	0 0	0 1
Volume Module:												
Base Vol:	0	1619	532	553	1726	0	0	0	0	491	0	364
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1619	532	553	1726	0	0	0	0	491	0	364
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1619	0	553	1726	0	0	0	0	491	0	364
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1619	0	553	1726	0	0	0	0	491	0	364
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	0	1619	0	608	1726	0	0	0	0	540	0	364
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.00	1.00	2.00	3.00	0.00	0.00	0.00	0.00	3.00	0.00	1.00
Final Sat.:	0	6000	1500	3000	4500	0	0	0	0	4500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.00	0.20	0.38	0.00	0.00	0.00	0.00	0.12	0.00	0.24
Crit Vol:		405		304			0					364
Crit Moves:		****		****								****

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TBIT RP

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

Intersection #67 IMPERIAL HWY. @ La CIENEGA BLVD.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.657
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			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 1	1 1	2	0 1	1 1	2	0 3	0 2	2	0 3	0 2
Volume Module:												
Base Vol:	75	203	601	337	469	366	200	1087	234	46	418	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	366	200	1087	234	46	418	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	366	200	1087	234	46	418	193
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	203	601	337	469	366	200	1087	234	46	418	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	403	220	1087	257	51	418	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	1.61	1.39	2.00	3.00	2.00	2.00	3.00	2.00
Final Sat.:	2750	1375	2750	2750	2220	1905	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	0.26	0.09	0.02	0.10	0.08
Crit Vol:			331	185				362		25		
Crit Moves:			****	****				****		****		

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2008 w/ Project-Scenario 3-PM Peak
--------------------------------------------------------------------------------
                                    TBIT RP
--------------------------------------------------------------------------------
                        Level Of Service Computation Report
                 Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #68 IMPERIAL HWY @MAIN STREET
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.906
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180               Level Of Service:                  E
********************************************************************************
Street Name:            MAIN STREET                     IMPERIAL HWY
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|--------------||--------------||--------------||--------------|
Control:        Split Phase      Split Phase       Permitted        Protected
Rights:             Ignore           Include           Include          Include
Min. Green:      0     0     0     0     0     0     0     0     0     0     0     0
Lanes:         1  1   0   0  1    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  1257   290   539   960     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  1257   290   539   960     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  1257   290   539   960     0
Reduct Vol:      0     0     0      0     0     0     0     0     0     0     0     0
Reduced Vol:   221     0     0      2     0     0     0  1257   290   539   960     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  1257   290   539   960     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  0.44  0.20  0.38  0.34  0.00
Crit Vol:      122              2                   629         539
Crit Moves:  ****              ****              ****        ****
********************************************************************************
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2008 w/ Project-Scenario 3-PM Peak
--------------------------------------------------------------------------------
                                    TBIT RP
--------------------------------------------------------------------------------
                        Level Of Service Computation Report
                 Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #69 IMPERIAL HWY @ PERSHING DR.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.645
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       52               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       Permitted        Permitted
Rights:             Include          Include           Include          Ovl
Min. Green:      0     0     0     0     0     0     0     0     0     0     0     0
Lanes:         0  0   1! 0   0    1  1   0   0  1    2   0   1   1   0    1  0   2   0  1
------------|--------------||--------------||--------------||--------------|
Volume Module:
Base Vol:        4     0     7  1069    25   166   135   492     0     4   467   737
Growth Adj:   1.00  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  1069    25   166   135   492     0     4   467   737
User Adj:     1.00  1.00  1.00   1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Adj:      1.00  1.00  1.00   1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Volume:      4     0     7  1069    25   166   135   492     0     4   467   737
Reduct Vol:      0     0     0     0     0     0     0     0     0     0     0     0
Reduced Vol:     4     0     7  1069    25   166   135   492     0     4   467   737
PCE Adj:      1.00  1.00  1.00   1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
MLF Adj:      1.00  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  1176    25   166   149   492     0     4   467   737
------------|--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:     1425  1425  1425   1425  1425  1425  1425  1425  1425  1425  1425  1425
Adjustment:   1.00  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   1.96  0.04  1.00  2.00  2.00  0.00  1.00  2.00  1.00
Final Sat.:    518     0   907   2791    59  1425  2850  2850     0  1425  2850  1425
------------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:      0.01  0.00  0.01   0.42  0.42  0.12  0.05  0.17  0.00  0.00  0.16  0.52
Crit Vol:                  11    600               74                  234
Crit Moves:              ****  ****              ****                ****
********************************************************************************
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2008 w/ Project-Scenario 3-PM Peak

TBIT RP

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

Intersection #71 IMPERIAL HWY @ SEPULVEDA BL.

Cycle (sec): 100 Critical Vol./Cap. (X): 1.258
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	1839	1144	307	1844	38	163	465	176	236	345	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	1839	1144	307	1844	38	163	465	176	236	345	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	1839	1144	307	1844	38	163	465	176	236	345	327
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	174	1839	1144	307	1844	38	163	465	176	236	345	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	1839	1144	338	1844	38	179	465	176	260	345	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	5389	111	2750	4125	1375	2750	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.13	0.45	0.83	0.12	0.34	0.34	0.07	0.11	0.13	0.09	0.08	0.24
Crit Vol:			1144	169			90					327
Crit Moves:			****	****			****					****

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2008 w/ Project-Scenario 3-PM Peak

TBIT RP

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

Intersection #73 IMPERIAL HWY @ NASH ST.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.410
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 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	939	57	59	921	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	939	57	59	921	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	939	57	59	921	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	0	93	172	189	191	0	939	57	59	921	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	939	57	65	921	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	2.83	0.17	2.00	3.00	0.00
Final Sat.:	1425	0	2850	1828	1831	2042	0	4030	245	2850	4275	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.04	0.10	0.10	0.10	0.00	0.23	0.23	0.02	0.22	0.00
Crit Vol:	72			148				332		32		
Crit Moves:	****			****				****		****		

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2008 w/ Project-Scenario 3-PM Peak

TBIT RP

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

Intersection #74 IMPERIAL HWY. @ 105 RAMP

Cycle (sec): 100 Critical Vol./Cap. (X): 0.675
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				Permitted				Protected			
Rights:	Ovl				Ovl				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	0	0 2	0	0	0	0 0	0	0	2	1 1	2	0	2	0 0
Volume Module:																
Base Vol:	433	0	537		0	0	0		0	1090	804		314	620	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:	433	0	537		0	0	0		0	1090	804		314	620	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:	433	0	537		0	0	0		0	1090	804		314	620	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	433	0	537		0	0	0		0	1090	804		314	620	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.:	476	0	591		0	0	0		0	1090	884		345	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:	2.00	0.00	2.00		0.00	0.00	0.00		0.00	2.21	1.79		2.00	2.00	0.00	
Final Sat.:	2850	0	2850		0	0	0		0	3147	2553		2850	2850	0	
Capacity Analysis Module:																
Vol/Sat:	0.17	0.00	0.21		0.00	0.00	0.00		0.00	0.35	0.35		0.12	0.22	0.00	
Crit Vol:			295			0				494			173			
Crit Moves:			****							****			****			

2008 w/ Project-Scenario 3-PM Peak

TBIT RP

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

Intersection #75 IMPERIAL HWY. @ 405 NORTH RAMP

Cycle (sec): 100 Critical Vol./Cap. (X): 0.593
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: A

Street Name:	405 NORTH RAMP							IMPERIAL HWY							
Approach:	North Bound				South Bound			East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Permitted				Permitted			
Rights:	Include				Include				Ignore				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	1!	0 0	0	0	0	0 0	0	0	2	1 1	0	0	2	1 1
Volume Module:																
Base Vol:	239	0	219		0	0	0		0	1813	298		0	445	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:	239	0	219		0	0	0		0	1813	298		0	445	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:	239	0	219		0	0	0		0	1813	0		0	445	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	239	0	219		0	0	0		0	1813	0		0	445	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.:	263	0	219		0	0	0		0	1813	0		0	445	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:	1.09	0.00	0.91		0.00	0.00	0.00		0.00	3.00	1.00		0.00	3.00	1.00	
Final Sat.:	1555	0	1295		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	0.42	0.00		0.00	0.10	0.00	
Crit Vol:			241			0				604			0			
Crit Moves:			****							****			****			

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2008 w/ Project-Scenario 3-PM Peak
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                                    TBIT RP
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                        Level Of Service Computation Report
                Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #89 La CIENEGA BLVD. @ LENNOX BLVD
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.478
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  875     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  875     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  875     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  875     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  875     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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2008 w/ Project-Scenario 3-PM Peak
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                                    TBIT RP
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                        Level Of Service Computation Report
                Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #94 La CIENEGA BLVD. @ 111TH STREET
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.568
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.                 / 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:      138  570     0     0  857   124   189    0   344     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:   138  570     0     0  857   124   189    0   344     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:    138  570     0     0  857   124   189    0   344     0    0     0
Reduct Vol:      0    0     0     0    0     0     0    0    0     0    0     0
Reduced Vol:   138  570     0     0  857   124   189    0   344     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.:    138  570     0     0  857   124   208    0   344     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 2.62  0.38  2.00 0.00 1.00  0.00 0.00 0.00
Final Sat.:  1425 2850     0     0 3735   540  2850    0 1425     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.10 0.20  0.00  0.00 0.23  0.23  0.07 0.00 0.24  0.00 0.00  0.00
Crit Vol:      138                 327                   344           0
Crit Moves:  ****                ****                  ****
********************************************************************************
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2008 w/ Project-Scenario 3-PM Peak

TBIT RP

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

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

Cycle (sec): 100 Critical Vol./Cap. (X): 0.643
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			
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	613	132		160	700	0		0	0	0		665	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	613	132		160	700	0		0	0	0		665	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	613	132		160	700	0		0	0	0		665	0	168					
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0					
Reduced Vol:	0	613	132		160	700	0		0	0	0		665	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	613	145		160	700	0		0	0	0		732	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		1.63	0.00	0.37					
Final Sat.:	0	2850	1425		1425	2850	0		0	0	0		2318	0	532					
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.22	0.10		0.11	0.25	0.00		0.00	0.00	0.00		0.32	0.00	0.32					
Crit Vol:		307			160					0			450							
Crit Moves:		****			****								****							

2008 w/ Project-Scenario 3-PM Peak

TBIT RP

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

Intersection #97 La CIENEGA BLVD. @ 405 S/B RAMP

Cycle (sec): 100 Critical Vol./Cap. (X): 0.518
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			
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		703	865	5		0	0	0		0	0	483					
Growth Adj:	1.00	1.00	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		703	865	5		0	0	0		0	0	483					
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
PHF Adj:	1.00	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		703	865	5		0	0	0		0	0	483					
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0					
Reduced Vol:	0	617	34		703	865	5		0	0	0		0	0	483					
PCE Adj:	1.00	1.00	1.00		1.00	1.00	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		773	865	5		0	0	0		0	0	531					
Saturation Flow Module:																				
Sat/Lane:	1375	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375					
Adjustment:	1.00	1.00	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		0.28	0.32	0.32		0.00	0.00	0.00		0.00	0.00	0.19					
Crit Vol:		325			387						0				0					
Crit Moves:		****			****										****					

2008 w/ Project-Scenario 3-PM Peak

TBIT RP

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

Intersection #98 La CIENEGA BLVD. @ 405 S/B RAMP

Cycle (sec): 100 Critical Vol./Cap. (X): 0.349
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			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 2	1 0	0	0 0	0 1	2	0 0	0 1
Volume Module:												
Base Vol:	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:		****		****					****	****		

2008 w/ Project-Scenario 3-PM Peak

TBIT RP

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

Intersection #101 SEPULVEDA BLVD. @ LA TIJERA BLVD.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.755
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 93 Level Of Service: C

Street Name:	Sepulveda Boulevard						La Tijera Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	1 0	1	0 2	1 0	1	0 2	0 1	1	0 1	1 0
Volume Module:												
Base Vol:	142	1452	175	63	1197	97	136	467	83	199	380	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:	142	1452	175	63	1197	97	136	467	83	199	380	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:	142	1452	175	63	1197	97	136	467	83	199	380	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	142	1452	175	63	1197	97	136	467	83	199	380	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	142	1452	175	63	1197	97	136	467	83	199	380	60
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.68	0.32	1.00	2.78	0.22	1.00	2.00	1.00	1.00	1.73	0.27
Final Sat.:	1375	3681	444	1375	3816	309	1375	2750	1375	1375	2375	375
Capacity Analysis Module:												
Vol/Sat:	0.10	0.39	0.39	0.05	0.31	0.31	0.10	0.17	0.06	0.14	0.16	0.16
Crit Vol:		542		63				234		199		
Crit Moves:		****		****				****		****		

2008 w/ Project-Scenario 3-PM Peak

TBIT RP

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

Intersection #108 SEPULVEDA BLVD. @ LINCOLN BLVD.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.795
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 91 Level Of Service: C

Street Name:	SEPULVEDA BOULEVARD								LINCOLN BOULEVARD							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	4	0	2	1 0	0	0	3	1 0	0	0	0	0 4	0	0	0	0 1
Volume Module:																
Base Vol:	1339	1793	337	0	1609	13	0	0	1308	0	0	6				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	1339	1793	337	0	1609	13	0	0	1308	0	0	6				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	1339	1793	337	0	1609	13	0	0	1308	0	0	6				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	1339	1793	337	0	1609	13	0	0	1308	0	0	6				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00				
Final Vol.:	1473	1793	337	0	1609	13	0	0	1439	0	0	6				
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	4.00	2.53	0.47	0.00	3.97	0.03	0.00	0.00	4.00	0.00	0.00	1.00				
Final Sat.:	5700	3599	676	0	5654	46	0	0	5700	0	0	1425				
Capacity Analysis Module:																
Vol/Sat:	0.26	0.50	0.50	0.00	0.28	0.28	0.00	0.00	0.25	0.00	0.00	0.00				
Crit Vol:	368				405				360	0						
Crit Moves:	****				****				****	****						

2008 w/ Project-Scenario 3-PM Peak

TBIT RP

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

Intersection #114 SEPULVEDA BLVD. @ MANCHESTER AVE.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.982
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	Sepulveda Boulevard								Manchester Avenue							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Prot+Permit				Prot+Permit				Prot+Permit				Prot+Permit			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	1 0	1	0	2	1 0	2	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	107	1500	84	238	1235	261	209	991	97	89	835	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:	107	1500	84	238	1235	261	209	991	97	89	835	188				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	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	1500	84	238	1235	261	209	991	97	89	835	188				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	107	1500	84	238	1235	261	209	991	97	89	835	188				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	1500	84	238	1235	261	230	991	97	89	835	188				
Saturation Flow Module:																
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	2.84	0.16	1.00	2.48	0.52	2.00	2.00	1.00	1.00	2.00	1.00				
Final Sat.:	1375	3906	219	1375	3405	720	2750	2750	1375	1375	2750	1375				
Capacity Analysis Module:																
Vol/Sat:	0.08	0.38	0.38	0.17	0.36	0.36	0.08	0.36	0.07	0.06	0.30	0.14				
Crit Vol:	528			238				496		89						
Crit Moves:	****			****				****		****						

2008 w/ Project-Scenario 3-PM Peak

TBIT RP

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

Intersection #123 WESTCHESTER PARKWAY @ PERSHING DRIVE

Cycle (sec): 100 Critical Vol./Cap. (X): 0.510
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Street Name:	Pershing Drive						Westchester Parkway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2 0 1	1	0	2 0 0	0	0	0 0 0	2	0	0 0 1
Volume Module:												
Base Vol:	0	547	377	77	478	0	0	0	0	495	0	113
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	547	377	77	478	0	0	0	0	495	0	113
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	547	377	77	478	0	0	0	0	495	0	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	547	377	77	478	0	0	0	0	495	0	113
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	547	377	77	478	0	0	0	0	545	0	113
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	2850	1425	1425	2850	0	0	0	0	2850	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.26	0.05	0.17	0.00	0.00	0.00	0.00	0.19	0.00	0.08
Crit Vol:			377	77					0	272		
Crit Moves:			****	****						****		

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2008 w/ Project-Scenario 3-PM Peak

TBIT RP

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

Intersection #135 SEPULVEDA BLVD. @ WESTCHESTER PARKWAY

Cycle (sec): 100 Critical Vol./Cap. (X): 0.710
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 79 Level Of Service: C

Street Name:	Sepulveda Boulevard						Westchester Parkway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2 1 0	1	0	2 1 0	1	0	1 1 0	1	0	1 1 0
Volume Module:												
Base Vol:	166	1486	61	134	1345	52	116	196	100	178	311	135
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	166	1486	61	134	1345	52	116	196	100	178	311	135
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	166	1486	61	134	1345	52	116	196	100	178	311	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	166	1486	61	134	1345	52	116	196	100	178	311	135
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	166	1486	61	134	1345	52	116	196	100	178	311	135
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.88	0.12	1.00	2.89	0.11	1.00	1.32	0.68	1.00	1.39	0.61
Final Sat.:	1375	3962	163	1375	3971	154	1375	1821	929	1375	1918	832
Capacity Analysis Module:												
Vol/Sat:	0.12	0.38	0.38	0.10	0.34	0.34	0.08	0.11	0.11	0.13	0.16	0.16
Crit Vol:		516		134				148		178		
Crit Moves:		****		****				****		****		

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2008 w/ Project-Scenario 3-PM Peak

TBIT RP

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

Intersection #136 SEPULVEDA @ 76th/77th STREET

Cycle (sec): 100 Critical Vol./Cap. (X): 0.630
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: B

Street Name:	Sepulveda Boulevard						76th/77th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	1 0	1	0 2	1 0	2	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	36	1801	33	110	1884	289	200	54	70	35	57	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	1801	33	110	1884	289	200	54	70	35	57	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	1801	33	110	1884	289	200	54	70	35	57	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	1801	33	110	1884	289	200	54	70	35	57	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
Final Vol.:	36	1801	33	110	1884	289	220	54	70	35	57	75
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.95	0.05	1.00	2.60	0.40	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1500	4419	81	1500	3902	598	3000	1500	1500	1500	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.02	0.41	0.41	0.07	0.48	0.48	0.07	0.04	0.05	0.02	0.04	0.05
Crit Vol:	36			724			110					75
Crit Moves:	****			****			****					****

2008 w/ Project-Scenario 3-PM Peak

TBIT RP

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

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

Cycle (sec): 100 Critical Vol./Cap. (X): 0.586
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Street Name:	Sepulveda Boulevard						79th/80th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	1 0	1	0 3	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	91	1785	26	60	1720	193	112	87	58	22	75	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	91	1785	26	60	1720	193	112	87	58	22	75	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	91	1785	26	60	1720	193	112	87	58	22	75	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	1785	26	60	1720	193	112	87	58	22	75	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	91	1785	26	60	1720	193	112	87	58	22	75	28
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.96	0.04	1.00	3.00	1.00	1.00	1.00	1.00	1.00	0.73	0.27
Final Sat.:	1500	4435	65	1500	4500	1500	1500	1500	1500	1500	1092	408
Capacity Analysis Module:												
Vol/Sat:	0.06	0.40	0.40	0.04	0.38	0.13	0.07	0.06	0.04	0.01	0.07	0.07
Crit Vol:	91			573			112				103	
Crit Moves:	****			****			****				****	

2008 w/ Project-Scenario 3-PM Peak

TBIT RP

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

Intersection #138 SEPULVEDA BLVD. @ 83rd STREET

Cycle (sec): 100 Critical Vol./Cap. (X): 0.538
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Street Name:	Sepulveda Boulevard						83rd Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	1 0	1 0	2	1 0	0 0	1!	0 0	1 0	0	1 0
Volume Module:												
Base Vol:	65	1786	13	35	1633	71	57	70	36	9	39	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	1786	13	35	1633	71	57	70	36	9	39	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	65	1786	13	35	1633	71	57	70	36	9	39	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	1786	13	35	1633	71	57	70	36	9	39	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	65	1786	13	35	1633	71	57	70	36	9	39	25
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.98	0.02	1.00	2.88	0.12	0.35	0.43	0.22	1.00	0.61	0.39
Final Sat.:	1500	4467	33	1500	4313	188	525	644	331	1500	914	586
Capacity Analysis Module:												
Vol/Sat:	0.04	0.40	0.40	0.02	0.38	0.38	0.11	0.11	0.11	0.01	0.04	0.04
Crit Vol:		600			35			163			9	
Crit Moves:		****			****			****			****	

2008 w/ Project-Scenario 3-PM Peak

TBIT RP

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

Intersection #1000 La CIENEGA BLVD. @ 104 TH STREET

Cycle (sec): 100 Critical Vol./Cap. (X): 0.427
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			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	2	1 0	1 0	1	0 1	0 0	1!	0 0
Volume Module:												
Base Vol:	101	547	21	21	798	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	547	21	21	798	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	547	21	21	798	20	111	3	235	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	547	21	21	798	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	547	21	21	798	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	1.93	0.07	1.00	2.93	0.07	1.00	1.00	1.00	0.00	1.00	0.00
Final Sat.:	1425	2745	105	1425	4170	105	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	0.16	0.00	0.00	0.00
Crit Vol:	101				273				235	0		
Crit Moves:	****				****				****			

```
2008 w/ Project-Scenario 4-AM Peak
--------------------------------------------------------------------------------
                                    TBIT RP
--------------------------------------------------------------------------------
                                Scenario Report
Scenario:             2008 w/ Project-Scenario 4-AM Peak(6:00-7:00 AM)

Command:              Delivery
Volume:               Delivery
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
```



```
2008 w/ Project-Scenario 4-AM Peak
--------------------------------------------------------------------------------
                                    TBIT RP
--------------------------------------------------------------------------------
                    Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #14 AVIATION BLVD. @ CENTURY BLVD.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.539
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   231    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   231    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   231    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   231    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   231    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 3.01  0.99  1.00 3.70  0.30
Final Sat.:  2750 2548   202  2750 2750  1375  1375 4135  1365  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:  ****               ****        ****               ****
********************************************************************************
```

2008 w/ Project-Scenario 4-AM Peak

TBIT RP

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

Intersection #16 IMPERIAL HWY. @ AVIATION BL.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.636
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 63 Level Of Service: B

Street Name: AVIATION BL. IMPERIAL HWY.

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Ovl				Ovl				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0 2	0	1	2	0 1	1	1	2	0 2	1	0	2	0 3	0	1
Volume Module:																
Base Vol:	163	407	90		130	220	132		123	190	59		219	706	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:	163	407	90		130	220	132		123	190	59		219	706	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:	163	407	90		130	220	132		123	190	59		219	706	604	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	163	407	90		130	220	132		123	190	59		219	706	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.:	179	407	90		143	220	145		135	190	59		241	706	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	1.81	1.19		2.00	2.29	0.71		2.00	3.00	1.00	
Final Sat.:	2750	2750	1375		2750	2485	1640		2750	3148	977		2750	4125	1375	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.15	0.07		0.05	0.09	0.09		0.05	0.06	0.06		0.09	0.17	0.44	
Crit Vol:		204				0				68					604	
Crit Moves:		****				****				****					****	

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2008 w/ Project-Scenario 4-AM Peak

TBIT RP

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

Intersection #19 AVIATION BLVD. @ 111TH

Cycle (sec): 100 Critical Vol./Cap. (X): 0.468
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Street Name: AVIATION BLVD. 111TH STREET

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Ovl				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	1	0	1	0 1	1	0	1	0 0	1	0	1	0 1	1	0
Volume Module:																
Base Vol:	21	897	116		86	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	116		86	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	116		86	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	116		86	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	116		86	536	40		26	13	21		25	25	64	
Saturation Flow Module:																
Sat/Lane:	1375	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.77	0.23		1.00	1.86	0.14		1.00	0.38	0.62		1.00	1.00	1.00	
Final Sat.:	1375	2435	315		1375	2559	191		1375	526	849		1375	1375	1375	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.37	0.37		0.06	0.21	0.21		0.02	0.02	0.02		0.02	0.02	0.05	
Crit Vol:		507				86				26					25	
Crit Moves:		****				****				****					****	

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2008 w/ Project-Scenario 4-AM Peak

TBIT RP

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

Intersection #36 La CIENEGA BLVD. @ CENTURY BLVD

Cycle (sec):	100			Critical Vol./Cap. (X):			0.461										
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	312	405	65	419	257	221	920	354					
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Initial Bse:	111	263	136	67	312	405	65	419	257	221	920	354					
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Volume:	111	263	136	67	312	405	65	419	257	221	920	354					
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
Reduced Vol:	111	263	136	67	312	405	65	419	257	221	920	354					
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
MLF Adj:	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00					
Final Vol.:	111	263	150	67	312	446	65	419	257	221	920	354					
Saturation Flow Module:																	
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375					
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Lanes:	1.00	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	0.16	0.22	0.26					
Crit Vol:	0			156					257	221							
Crit Moves:	****			****					****	****							

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

Intersection #39 CENTURY BLVD. @ 405 N/B RAMP

Cycle (sec):	100			Critical Vol./Cap. (X):			0.520										
Loss Time (sec):	0 (Y+R = 4 sec)			Average Delay (sec/veh):			xxxxxx										
Optimal Cycle:	30			Level Of Service:			A										
Street Name:	405 NORTH OFF RAMP						CENTURY BLVD										
Approach:	North Bound			South Bound			East Bound			West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Permitted			Permitted			Permitted			Permitted							
Rights:	Include			Include			Include			Include							
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0					
Lanes:	2	0	0	0	1	0	0	0	0	1	1	0	2	1	1	0	0	2	1	0
Volume Module:																	
Base Vol:	682	0	106	0	0	24	7	350	251	0	1116	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	1116	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	1116	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	1116	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	1116	6					
Saturation Flow Module:																	
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500					
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Lanes:	2.00	0.00	1.00	0.00	0.00	1.00	1.00	2.24	1.76	0.00	2.98	0.02					
Final Sat.:	3000	0	1500	0	0	1500	1500	3354	2646	0	4476	24					
Capacity Analysis Module:																	
Vol/Sat:	0.25	0.00	0.07	0.00	0.00	0.02	0.00	0.10	0.10	0.00	0.25	0.25					
Crit Vol:	375					24	7				374						
Crit Moves:	****					****	****				****						

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

Intersection #47 IMPERIAL HWY. @ DOUGLAS ST.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.255
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Street Name:	DOUGLAS STREET						IMPERIAL HWY.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	0 2	1	0 1!	0 1	1	0 2	1 0	2	0 2	1 0
Volume Module:												
Base Vol:	40	9	57	12	3	11	19	338	58	74	799	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:	40	9	57	12	3	11	19	338	58	74	799	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:	40	9	57	12	3	11	19	338	58	74	799	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	9	57	12	3	11	19	338	58	74	799	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.:	40	9	63	13	3	12	19	338	58	81	799	46
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	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	2.56	0.44	2.00	2.84	0.16
Final Sat.:	1375	1375	2750	1924	437	1764	1375	3521	604	2750	3900	225
Capacity Analysis Module:												
Vol/Sat:	0.03	0.01	0.02	0.01	0.01	0.01	0.01	0.10	0.10	0.03	0.20	0.20
Crit Vol:	40			9			19			282		
Crit Moves:	****			****			****			****		

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

Intersection #65 SEPULVEDA @ H. HUGHES PARKWAY

Cycle (sec): 100 Critical Vol./Cap. (X): 0.326
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 21 Level Of Service: A

Street Name:	Sepulveda Boulevard						H. Hughes Parkway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 4	0 1	2	0 3	0 0	0	0 0	0 0	3	0 0	0 1
Volume Module:												
Base Vol:	0	1123	540	91	424	0	0	0	0	311	0	158
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1123	540	91	424	0	0	0	0	311	0	158
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1123	0	91	424	0	0	0	0	311	0	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1123	0	91	424	0	0	0	0	311	0	158
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	0	1123	0	100	424	0	0	0	0	342	0	158
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.00	1.00	2.00	3.00	0.00	0.00	0.00	0.00	3.00	0.00	1.00
Final Sat.:	0	6000	1500	3000	4500	0	0	0	0	4500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.00	0.03	0.09	0.00	0.00	0.00	0.00	0.08	0.00	0.11
Crit Vol:		281		50			0					158
Crit Moves:		****		****								****

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

Intersection #67 IMPERIAL HWY. @ La CIENEGA BLVD.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.331
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.						IMPERIAL HWY.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 1	1	2	0 1	1	2	0 3	0 2	2	0 3	0 2
Volume Module:												
Base Vol:	58	133	83	42	114	219	160	122	135	41	645	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	219	160	122	135	41	645	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	219	160	122	135	41	645	297
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	133	83	42	114	219	160	122	135	41	645	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	241	176	122	149	45	645	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	1.00	2.00	2.00	3.00	2.00	2.00	3.00	2.00
Final Sat.:	2750	2446	1679	2750	1375	2750	2750	4125	2750	2750	4125	2750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.05	0.05	0.02	0.08	0.09	0.06	0.03	0.05	0.02	0.16	0.12
Crit Vol:	32					120	88				215	
Crit Moves:	****					****	****				****	

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

Intersection #68 IMPERIAL HWY @MAIN STREET

Cycle (sec): 100 Critical Vol./Cap. (X): 0.494
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:	209	0	461	2	0	0	0	673	92	251	1018	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	673	92	251	1018	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	673	92	251	1018	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	209	0	0	2	0	0	0	673	92	251	1018	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	673	92	251	1018	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	0.06	0.18	0.36	0.00
Crit Vol:	115			2				337		251		
Crit Moves:	****			****				****		****		

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                      Level Of Service Computation Report
              Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #69 IMPERIAL HWY @ PERSHING DR.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.716
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180               Level Of Service:                    C
********************************************************************************
Street Name:    PERSHING DR./HYPERION DWY.              IMPERIAL HWY
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Permitted        Permitted
Rights:            Include          Include          Include          Ovl
Min. Green:      0     0     0      0     0     0      0     0     0      0     0     0
Lanes:         0  0  1! 0  0     1  1  0  0  1     2  0  1  1  0     1  0  2  0  1
-----------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:        1     0     1    549     2    41    132   240     4      8   249   945
Growth Adj:   1.00  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    549     2    41    132   240     4      8   249   945
User Adj:     1.00  1.00  1.00   1.00  1.00  1.00   1.00  1.00  1.00   1.00  1.00  1.00
PHF Adj:      1.00  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    549     2    41    132   240     4      8   249   945
Reduct Vol:      0     0     0      0     0     0      0     0     0      0     0     0
Reduced Vol:     1     0     1    549     2    41    132   240     4      8   249   945
PCE Adj:      1.00  1.00  1.00   1.00  1.00  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    604     2    41    145   240     4      8   249   945
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:     1425  1425  1425   1425  1425  1425   1425  1425  1425   1425  1425  1425
Adjustment:   1.00  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.:    713     0   713   2841     9  1425   2850  2803    47   1425  2850  1425
-----------|---------------||---------------||---------------||---------------|
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  0.66
Crit Vol:                  2      0             73                           945
Crit Moves:              ****   ****            ****                         ****
********************************************************************************
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                      Level Of Service Computation Report
              Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #71 IMPERIAL HWY @ SEPULVEDA BL.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.597
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:       73  1011   489    147  1331    20    125   217    94    151   244   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  1011   489    147  1331    20    125   217    94    151   244   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  1011   489    147  1331    20    125   217    94    151   244   182
Reduct Vol:      0     0     0      0     0     0      0     0     0      0     0     0
Reduced Vol:    73  1011   489    147  1331    20    125   217    94    151   244   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  1011   489    162  1331    20    138   217    94    166   244   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  0.25  0.36   0.06  0.25  0.25   0.05  0.05  0.07   0.06  0.06  0.13
Crit Vol:                 489     81             69                           182
Crit Moves:             ****   ****            ****                         ****
********************************************************************************
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                                    TBIT RP
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
*******************************************************************************
Intersection #73 IMPERIAL HWY @ NASH ST.
*******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.460
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   403    64  145   693     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   403    64  145   693     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   403    64  145   693     0
Reduct Vol:     0     0     0    0     0     0    0     0     0    0     0     0
Reduced Vol:    7     0    15  213   757   370    0   403    64  145   693     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   403    64  160   693     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  2.59  0.41 2.00  3.00  0.00
Final Sat.:  1425     0  2850 1425  2623  1652    0  3689   586 2850  4275     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00  0.00  0.01 0.16  0.29  0.25 0.00  0.11  0.11 0.06  0.16  0.00
Crit Vol:                   8         411              156         80
Crit Moves:              ****        ****             ****       ****
*******************************************************************************
```

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D-4. Study Area Intersection Capacity Analysis

```
2008 w/ Project-Scenario 4-AM Peak
-------------------------------------------------------------------------------
                                    TBIT RP
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                      Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
*******************************************************************************
Intersection #74 IMPERIAL HWY. @  105 RAMP
*******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.639
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       52                Level Of Service:                  B
*******************************************************************************
Street Name:            / 105 RAMP                      IMPERIAL HWY.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase        Permitted        Protected
Rights:             Ovl              Ovl            Include          Include
Min. Green:     0     0     0    0     0     0    0     0     0    0     0     0
Lanes:        2  0  0  0  2    0  0  0  0  0    0  0  2  1  1    2  0  2  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     764     0   393    0     0     0    0   172   264   52   810     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:  764     0   393    0     0     0    0   172   264   52   810     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:   764     0   393    0     0     0    0   172   264   52   810     0
Reduct Vol:     0     0     0    0     0     0    0     0     0    0     0     0
Reduced Vol:  764     0   393    0     0     0    0   172   264   52   810     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.:   840     0   432    0     0     0    0   172   290   57   810     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425  1425
Adjustment:  1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00
Lanes:       2.00  0.00  2.00 0.00  0.00  0.00 0.00  2.00  2.00 2.00  2.00  0.00
Final Sat.:  2850     0  2850    0     0     0    0  2850  2850 2850  2850     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.29  0.00  0.15 0.00  0.00  0.00 0.00  0.06  0.10 0.02  0.28  0.00
Crit Vol:     420                        0            86               405
Crit Moves:  ****                                   ****             ****
*******************************************************************************
```

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2008 w/ Project-Scenario 4-AM Peak

TBIT RP

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

Intersection #75 IMPERIAL HWY. @ 405 NORTH RAMP

Cycle (sec): 100 Critical Vol./Cap. (X): 0.312
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Street Name:	405 NORTH RAMP						IMPERIAL HWY					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1! 0	0	0	0 0	0	0	2 1	1	0	2 1 1
Volume Module:												
Base Vol:	349	0	41	0	0	0	0	179	47	0	696	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:	349	0	41	0	0	0	0	179	47	0	696	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:	349	0	41	0	0	0	0	179	0	0	696	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	349	0	41	0	0	0	0	179	0	0	696	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.:	384	0	41	0	0	0	0	179	0	0	696	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.81	0.00	0.19	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	2575	0	275	0	0	0	0	4275	1425	0	4275	1425
Capacity Analysis Module:												
Vol/Sat:	0.15	0.00	0.15	0.00	0.00	0.00	0.00	0.04	0.00	0.00	0.16	0.00
Crit Vol:			212			0		0			232	
Crit Moves:			****				****				****	

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2008 w/ Project-Scenario 4-AM Peak

TBIT RP

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

Intersection #89 La CIENEGA BLVD. @ LENNOX BLVD

Cycle (sec): 100 Critical Vol./Cap. (X): 0.294
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	311	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	311	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	311	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	311	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	311	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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2008 w/ Project-Scenario 4-AM Peak

TBIT RP

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

Intersection #94 La CIENEGA BLVD. @ 111TH STREET

Cycle (sec): 100 Critical Vol./Cap. (X): 0.380
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Street Name:	La CIENEGA BLVD.						/ 111TH STREET					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 0	0	0 2	1 0	2	0 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	353	388	0	0	275	116	59	0	58	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:	353	388	0	0	275	116	59	0	58	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:	353	388	0	0	275	116	59	0	58	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	353	388	0	0	275	116	59	0	58	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.:	353	388	0	0	275	116	65	0	58	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	2.11	0.89	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	2850	0	0	3007	1268	2850	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.25	0.14	0.00	0.00	0.09	0.09	0.02	0.00	0.04	0.00	0.00	0.00
Crit Vol:	353				130				58		0	
Crit Moves:	****				****				****			

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2008 w/ Project-Scenario 4-AM Peak

TBIT RP

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

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

Cycle (sec): 100 Critical Vol./Cap. (X): 0.551
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:	Ov1			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	281	0	0	0	0	636	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	281	0	0	0	0	636	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	281	0	0	0	0	636	0	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	584	75	122	281	0	0	0	0	636	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	281	0	0	0	0	700	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	1.88	0.00	0.12
Final Sat.:	0	2850	1425	1425	2850	0	0	0	0	2681	0	169
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.06	0.09	0.10	0.00	0.00	0.00	0.00	0.26	0.00	0.26
Crit Vol:		292		122				0				372
Crit Moves:		****		****								****

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2008 w/ Project-Scenario 4-AM Peak
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                                    TBIT RP
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                     Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #97 La CIENEGA BLVD. @ 405 S/B RAMP
********************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.308
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  398     6    0     0     1     0     0   161
Growth Adj:  1.00 1.00  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  398     6    0     0     1     0     0   161
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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  398     6    0     0     1     0     0   161
Reduct Vol:     0    0     0     0    0     0    0     0     0     0     0     0
Reduced Vol:    0  444    22   344  398     6    0     0     1     0     0   161
PCE Adj:     1.00 1.00  1.00  1.00 1.00  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  398     6    0     0     1     0     0   177
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375 1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  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  0.06
Crit Vol:          233         189                          1          0
Crit Moves:       ****        ****                       ****       ****
********************************************************************************
```

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2008 w/ Project-Scenario 4-AM Peak
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                                    TBIT RP
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                     Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #98 La CIENEGA BLVD. @ 405 S/B RAMP
********************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.243
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        Permitted       Split Phase      Split Phase
Rights:          Include          Include          Include          Include
Min. Green:     0     0     0    0     0     0    0     0     0    0     0     0
Lanes:        1  0  2  0  1   1  0  2  1  0   0  0  1! 0  0   2  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       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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TBIT RP

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

Intersection #101 SEPULVEDA BLVD. @ LA TIJERA BLVD.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.447
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name:	Sepulveda Boulevard						La Tijera Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	1 0	1	0 2	1 0	1	0 2	0 1	1	0 1	1 0
Volume Module:												
Base Vol:	75	1010	79	22	686	72	37	212	38	124	133	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	1010	79	22	686	72	37	212	38	124	133	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	75	1010	79	22	686	72	37	212	38	124	133	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	1010	79	22	686	72	37	212	38	124	133	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	75	1010	79	22	686	72	37	212	38	124	133	16
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.78	0.22	1.00	2.72	0.28	1.00	2.00	1.00	1.00	1.79	0.21
Final Sat.:	1375	3826	299	1375	3733	392	1375	2750	1375	1375	2455	295
Capacity Analysis Module:												
Vol/Sat:	0.05	0.26	0.26	0.02	0.18	0.18	0.03	0.08	0.03	0.09	0.05	0.05
Crit Vol:		363			22			106		124		
Crit Moves:		****			****			****		****		

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

Intersection #108 SEPULVEDA BLVD. @ LINCOLN BLVD.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.479
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: A

Street Name:	SEPULVEDA BOULEVARD						LINCOLN BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	4	0 2	1 0	0	0 3	1 0	0	0 0	0 4	0	0 0	0 1
Volume Module:												
Base Vol:	859	1270	207	0	878	2	0	0	693	0	0	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:	859	1270	207	0	878	2	0	0	693	0	0	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:	859	1270	207	0	878	2	0	0	693	0	0	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	859	1270	207	0	878	2	0	0	693	0	0	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:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00
Final Vol.:	945	1270	207	0	878	2	0	0	762	0	0	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:	4.00	2.58	0.42	0.00	3.99	0.01	0.00	0.00	4.00	0.00	0.00	1.00
Final Sat.:	5700	3676	599	0	5687	13	0	0	5700	0	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.17	0.35	0.35	0.00	0.15	0.15	0.00	0.00	0.13	0.00	0.00	0.00
Crit Vol:		492			220				191	0		
Crit Moves:		****							****	****		

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

Intersection #114 SEPULVEDA BLVD. @ MANCHESTER AVE.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.571
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: A

Street Name:	Sepulveda Boulevard						Manchester Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	1 0	1	0 2	1 0	2	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	64	1014	37	82	729	71	77	341	41	53	622	262
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	1014	37	82	729	71	77	341	41	53	622	262
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	64	1014	37	82	729	71	77	341	41	53	622	262
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	1014	37	82	729	71	77	341	41	53	622	262
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
Final Vol.:	64	1014	37	82	729	71	85	341	41	53	622	262
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.89	0.11	1.00	2.73	0.27	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1375	3980	145	1375	3759	366	2750	2750	1375	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.05	0.25	0.25	0.06	0.19	0.19	0.03	0.12	0.03	0.04	0.23	0.19
Crit Vol:		350			82			42			311	
Crit Moves:		****			****			****			****	

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TBIT RP

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

Intersection #123 WESTCHESTER PARKWAY @ PERSHING DRIVE

Cycle (sec): 100 Critical Vol./Cap. (X): 0.342
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Street Name:	Pershing Drive						Westchester Parkway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	0 1	1	0 2	0 0	0	0 0	0 0	2	0 0	0 1
Volume Module:												
Base Vol:	0	636	380	23	230	0	0	0	0	153	0	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	636	380	23	230	0	0	0	0	153	0	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	636	380	23	230	0	0	0	0	153	0	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	636	380	23	230	0	0	0	0	153	0	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	0	636	380	23	230	0	0	0	0	168	0	26
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	2850	1425	1425	2850	0	0	0	0	2850	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.27	0.02	0.08	0.00	0.00	0.00	0.00	0.06	0.00	0.02
Crit Vol:			380	23				0		84		
Crit Moves:			****	****						****		

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TBIT RP

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

Intersection #135 SEPULVEDA BLVD. @ WESTCHESTER PARKWAY

Cycle (sec):	100			Critical Vol./Cap. (X):			0.401										
Loss Time (sec):	0 (Y+R = 4 sec)			Average Delay (sec/veh):			xxxxxx										
Optimal Cycle:	38			Level Of Service:			A										
Street Name:	Sepulveda Boulevard						Westchester Parkway										
Approach:	North Bound			South Bound			East Bound			West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit							
Rights:	Include			Include			Include			Include							
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0					
Lanes:	1	0	2	1	0	1	0	2	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:																	
Base Vol:	91	1007		27		64	799		73		9	114		34		67	177		90	
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Initial Bse:	91	1007		27		64	799		73		9	114		34		67	177		90	
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Volume:	91	1007		27		64	799		73		9	114		34		67	177		90	
Reduct Vol:	0	0		0		0	0		0		0	0		0		0	0		0	
Reduced Vol:	91	1007		27		64	799		73		9	114		34		67	177		90	
PCE Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
MLF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Final Vol.:	91	1007		27		64	799		73		9	114		34		67	177		90	
Saturation Flow Module:																	
Sat/Lane:	1375	1375		1375		1375	1375		1375		1375	1375		1375		1375	1375		1375	
Adjustment:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Lanes:	1.00	2.92		0.08		1.00	2.75		0.25		1.00	1.54		0.46		1.00	1.33		0.67	
Final Sat.:	1375	4017		108		1375	3780		345		1375	2118		632		1375	1823		927	
Capacity Analysis Module:																	
Vol/Sat:	0.07	0.25		0.25		0.05	0.21		0.21		0.01	0.05		0.05		0.05	0.10		0.10	
Crit Vol:		345					64					9					133			
Crit Moves:		****					****					****					****			

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TBIT RP

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

Intersection #136 SEPULVEDA @ 76th/77th STREET

Cycle (sec):	100			Critical Vol./Cap. (X):			0.580										
Loss Time (sec):	0 (Y+R = 4 sec)			Average Delay (sec/veh):			xxxxxx										
Optimal Cycle:	34			Level Of Service:			A										
Street Name:	Sepulveda Boulevard						76th/77th Street										
Approach:	North Bound			South Bound			East Bound			West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Permitted			Permitted			Permitted			Permitted							
Rights:	Include			Include			Include			Include							
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0					
Lanes:	1	0	2	1	0	1	0	2	1	0	2	0	1	0	1	1	0	1	0	1
Volume Module:																	
Base Vol:	16	1397		10		20	811		71		384	27		30		12	21		170	
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Initial Bse:	16	1397		10		20	811		71		384	27		30		12	21		170	
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Volume:	16	1397		10		20	811		71		384	27		30		12	21		170	
Reduct Vol:	0	0		0		0	0		0		0	0		0		0	0		0	
Reduced Vol:	16	1397		10		20	811		71		384	27		30		12	21		170	
PCE Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		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.:	16	1397		10		20	811		71		422	27		30		12	21		170	
Saturation Flow Module:																	
Sat/Lane:	1500	1500		1500		1500	1500		1500		1500	1500		1500		1500	1500		1500	
Adjustment:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Lanes:	1.00	2.98		0.02		1.00	2.76		0.24		2.00	1.00		1.00		1.00	1.00		1.00	
Final Sat.:	1500	4468		32		1500	4138		362		3000	1500		1500		1500	1500		1500	
Capacity Analysis Module:																	
Vol/Sat:	0.01	0.31		0.31		0.01	0.20		0.20		0.14	0.02		0.02		0.01	0.01		0.11	
Crit Vol:		469					20					211							170	
Crit Moves:		****					****					****							****	

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--------------------------------------------------------------------------------
                                    TBIT RP
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                        Level Of Service Computation Report
                Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #137 SEPULVEDA BLVD. @ 79th/80th STREET
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.491
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       28               Level Of Service:                    A
********************************************************************************
Street Name:       Sepulveda Boulevard                79th/80th Street
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|--------------||--------------||--------------||--------------|
Control:          Permitted        Permitted        Permitted        Permitted
Rights:            Include          Include          Include          Include
Min. Green:      0     0     0     0     0     0     0     0     0     0     0     0
Lanes:        1  0  2  1  0    1  0  3  0  1    1  0  1  0  1    1  0  0  1  0
-----------|--------------||--------------||--------------||--------------|
Volume Module:
Base Vol:       58 1389     6    17  785    74    74   54    39     9  111    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:    58 1389     6    17  785    74    74   54    39     9  111    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:     58 1389     6    17  785    74    74   54    39     9  111    70
Reduct Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    58 1389     6    17  785    74    74   54    39     9  111    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  1.00 1.00  1.00
Final Vol.:     58 1389     6    17  785    74    74   54    39     9  111    70
-----------|--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:     1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.99  0.01  1.00 3.00  1.00  1.00 1.00  1.00  1.00 0.61  0.39
Final Sat.:  1500 4481    19  1500 4500  1500  1500 1500  1500  1500  920   580
-----------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.31  0.31  0.01 0.17  0.05  0.05 0.04  0.03  0.01 0.12  0.12
Crit Vol:         465         17              74                   181
Crit Moves:      ****        ****            ****                 ****
********************************************************************************
```

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2008 w/ Project-Scenario 4-AM Peak
--------------------------------------------------------------------------------
                                    TBIT RP
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                        Level Of Service Computation Report
                Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #138 SEPULVEDA BLVD. @ 83rd STREET
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.378
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       23               Level Of Service:                    A
********************************************************************************
Street Name:       Sepulveda Boulevard                83rd Street
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|--------------||--------------||--------------||--------------|
Control:          Permitted        Permitted        Permitted        Permitted
Rights:            Include          Include          Include          Include
Min. Green:      0     0     0     0     0     0     0     0     0     0     0     0
Lanes:        1  0  2  1  0    1  0  2  1  0    0  0  1! 0  0    1  0  0  1  0
-----------|--------------||--------------||--------------||--------------|
Volume Module:
Base Vol:       17 1283     3    18  757    34    36   42    29    14   52    23
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    17 1283     3    18  757    34    36   42    29    14   52    23
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     17 1283     3    18  757    34    36   42    29    14   52    23
Reduct Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    17 1283     3    18  757    34    36   42    29    14   52    23
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:     17 1283     3    18  757    34    36   42    29    14   52    23
-----------|--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:     1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.99  0.01  1.00 2.87  0.13  0.34 0.39  0.27  1.00 0.69  0.31
Final Sat.:  1500 4490    10  1500 4307   193   505  589   407  1500 1040   460
-----------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.29  0.29  0.01 0.18  0.18  0.07 0.07  0.07  0.01 0.05  0.05
Crit Vol:         429         18              107                  14
Crit Moves:      ****        ****            ****                 ****
********************************************************************************
```

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2008 w/ Project-Scenario 4-AM Peak
--------------------------------------------------------------------------------
                                    TBIT RP
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                      Level Of Service Computation Report
              Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #1000 La CIENEGA BLVD. @ 104 TH STREET
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.230
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          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1  1  0    1  0  2  1  0    1  0  1  0  1    0  0  1! 0  0
------------|--------------||--------------||--------------||--------------|
Volume Module:
Base Vol:     155  424    14    17  350    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  350    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  350    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  350    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  350    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 2.69  0.31  1.00 1.00  1.00  0.60 0.20  0.20
Final Sat.:  1425 2759    91  1425 3827   448  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                 130                   40     3
Crit Moves:  ****                ****                 ****  ****
********************************************************************************
```



```
2008 w/ Project-Scenario 4-PM Peak
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                                    TBIT RP
--------------------------------------------------------------------------------
                                Scenario Report
Scenario:             2008 w/ Project-Scenario 4-PM Peak(3:30-4:30 PM)

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
```

2008 w/ Project-Scenario 4-PM Peak

TBIT RP

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

Intersection #14 AVIATION BLVD. @ CENTURY BLVD.

Cycle (sec):	100			Critical Vol./Cap. (X):			0.839								
Loss Time (sec):	0	(Y+R =	4 sec)	Average Delay (sec/veh):			xxxxxx								
Optimal Cycle:	142			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:	475	655	83	122	523	111	134	1726	423	94	1234	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:	475	655	83	122	523	111	134	1726	423	94	1234	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:	475	655	83	122	523	111	134	1726	423	94	1234	112			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	475	655	83	122	523	111	134	1726	423	94	1234	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.:	522	655	83	134	523	111	134	1726	423	94	1234	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	3.21	0.79	1.00	3.67	0.33			
Final Sat.:	2750	2441	309	2750	2750	1375	1375	4417	1083	1375	5042	458			
Capacity Analysis Module:															
Vol/Sat:	0.19	0.27	0.27	0.05	0.19	0.08	0.10	0.39	0.39	0.07	0.24	0.24			
Crit Vol:	261			262			537			94					
Crit Moves:	****			****			****			****					

2008 w/ Project-Scenario 4-PM Peak

TBIT RP

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

Intersection #16 IMPERIAL HWY. @ AVIATION BL.

Cycle (sec):	100			Critical Vol./Cap. (X):			0.768								
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:	168	460	348	450	558	134	255	1121	254	219	416	351			
Growth Adj:	1.00	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	460	348	450	558	134	255	1121	254	219	416	351			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	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	460	348	450	558	134	255	1121	254	219	416	351			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	168	460	348	450	558	134	255	1121	254	219	416	351			
PCE Adj:	1.00	1.00	1.00	1.00	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.:	185	460	348	495	558	147	281	1121	254	241	416	351			
Saturation Flow Module:															
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375			
Adjustment:	1.00	1.00	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	2.45	0.55	2.00	3.00	1.00			
Final Sat.:	2750	2750	1375	2750	2750	1375	2750	3363	762	2750	4125	1375			
Capacity Analysis Module:															
Vol/Sat:	0.07	0.17	0.25	0.18	0.20	0.11	0.10	0.33	0.33	0.09	0.10	0.26			
Crit Vol:	230			248			458			120					
Crit Moves:	****			****			****			****					

2008 w/ Project-Scenario 4-PM Peak

TBIT RP

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

Intersection #19 AVIATION BLVD. @ 111TH

Cycle (sec):	100			Critical Vol./Cap. (X):			0.604								
Loss Time (sec):	0	(Y+R =	4 sec)	Average Delay (sec/veh):			xxxxxx								
Optimal Cycle:	58			Level Of Service:			B								
Street Name:	AVIATION BLVD.						111TH STREET								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R			
Control:	Protected			Protected			Protected			Protected					
Rights:	Ovl			Include			Include			Ovl					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 0	1 0	1	0 1	1 0			
Volume Module:															
Base Vol:	19	882	112	94	1095	81	75	78	29	116	53	149			
Growth Adj:	1.00	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	112	94	1095	81	75	78	29	116	53	149			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	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	112	94	1095	81	75	78	29	116	53	149			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	19	882	112	94	1095	81	75	78	29	116	53	149			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	112	94	1095	81	75	78	29	116	53	149			
Saturation Flow Module:															
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	1.00	1.77	0.23	1.00	1.86	0.14	1.00	0.73	0.27	1.00	1.00	1.00			
Final Sat.:	1375	2440	310	1375	2561	189	1375	1002	373	1375	1375	1375			
Capacity Analysis Module:															
Vol/Sat:	0.01	0.36	0.36	0.07	0.43	0.43	0.05	0.08	0.08	0.08	0.04	0.11			
Crit Vol:	19			588			107			116					
Crit Moves:	****			****			****			****					

2008 w/ Project-Scenario 4-PM Peak

TBIT RP

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

Intersection #36 La CIENEGA BLVD. @ CENTURY BLVD

Cycle (sec):	100			Critical Vol./Cap. (X):			0.993								
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	308	626	378	587	442	162	1208	794	116	751	232			
Growth Adj:	1.00	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	308	626	378	587	442	162	1208	794	116	751	232			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	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	308	626	378	587	442	162	1208	794	116	751	232			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	151	308	626	378	587	442	162	1208	794	116	751	232			
PCE Adj:	1.00	1.00	1.00	1.00	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	308	689	378	587	486	162	1208	794	116	751	232			
Saturation Flow Module:															
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375			
Adjustment:	1.00	1.00	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	4202	1298			
Capacity Analysis Module:															
Vol/Sat:	0.11	0.11	0.25	0.27	0.21	0.18	0.12	0.29	0.58	0.08	0.18	0.18			
Crit Vol:			344	378					794	0					
Crit Moves:			****	****					****	****					

2008 w/ Project-Scenario 4-PM Peak

TBIT RP

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

Intersection #39 CENTURY BLVD. @ 405 N/B RAMP

Cycle (sec): 100 Critical Vol./Cap. (X): 0.553
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Street Name:	405 NORTH OFF RAMP						CENTURY BLVD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	0	0	1	0	0	0	0	1	1	0
Volume Module:												
Base Vol:	429	0	408	0	0	32	33	1566	616	0	898	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	1566	616	0	898	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	1566	616	0	898	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	429	0	408	0	0	32	33	1566	616	0	898	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	1566	678	0	898	17
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	1.00	1.00	2.79	1.21	0.00	2.94	0.06
Final Sat.:	3000	0	1500	0	0	1500	1500	4188	1812	0	4416	84
Capacity Analysis Module:												
Vol/Sat:	0.16	0.00	0.27	0.00	0.00	0.02	0.02	0.37	0.37	0.00	0.20	0.20
Crit Vol:	236					32		561			0	
Crit Moves:	****					****		****			****	

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

Intersection #47 IMPERIAL HWY. @ DOUGLAS ST.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.512
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: A

Street Name:	DOUGLAS STREET						IMPERIAL HWY.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	0	2	1	0	1!	0	1	1	0
Volume Module:												
Base Vol:	168	17	425	84	14	42	38	1094	41	29	639	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	425	84	14	42	38	1094	41	29	639	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	425	84	14	42	38	1094	41	29	639	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	168	17	425	84	14	42	38	1094	41	29	639	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	468	92	14	46	38	1094	41	32	639	35
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	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	2.89	0.11	2.00	2.84	0.16
Final Sat.:	1375	1375	2750	2498	252	1375	1375	3976	149	2750	3911	214
Capacity Analysis Module:												
Vol/Sat:	0.12	0.01	0.17	0.04	0.06	0.03	0.03	0.28	0.28	0.01	0.16	0.16
Crit Vol:			234		76			378		16		
Crit Moves:			****		****			****		****		

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

Intersection #65 SEPULVEDA @ H. HUGHES PARKWAY

Cycle (sec):	100	Critical Vol./Cap. (X):	0.717
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	Level Of Service:	C

Street Name:	Sepulveda Boulevard						H. Hughes Parkway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 4	0 1	2	0 3	0 0	0	0 0	0 0	3	0 0	0 1
Volume Module:												
Base Vol:	0	1630	491	553	1729	0	0	0	0	481	0	364
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1630	491	553	1729	0	0	0	0	481	0	364
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1630	0	553	1729	0	0	0	0	481	0	364
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1630	0	553	1729	0	0	0	0	481	0	364
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	0	1630	0	608	1729	0	0	0	0	529	0	364
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.00	1.00	2.00	3.00	0.00	0.00	0.00	0.00	3.00	0.00	1.00
Final Sat.:	0	6000	1500	3000	4500	0	0	0	0	4500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.00	0.20	0.38	0.00	0.00	0.00	0.00	0.12	0.00	0.24
Crit Vol:		408		304			0					364
Crit Moves:		****		****								****

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

Intersection #67 IMPERIAL HWY. @ La CIENEGA BLVD.

Cycle (sec):	100	Critical Vol./Cap. (X):	0.670
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			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 1	1 1	2	0 1	1 1	2	0 3	0 2	2	0 3	0 2
Volume Module:												
Base Vol:	75	203	601	337	469	377	200	1141	233	46	431	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	377	200	1141	233	46	431	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	377	200	1141	233	46	431	193
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	203	601	337	469	377	200	1141	233	46	431	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	415	220	1141	256	51	431	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	1.59	1.41	2.00	3.00	2.00	2.00	3.00	2.00
Final Sat.:	2750	1375	2750	2750	2189	1936	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	0.28	0.09	0.02	0.10	0.08
Crit Vol:			331	185				380		25		
Crit Moves:			****	****				****		****		

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

Intersection #68 IMPERIAL HWY @MAIN STREET

Cycle (sec):	100			Critical Vol./Cap. (X):			0.866								
Loss Time (sec):	0 (Y+R = 4 sec)			Average Delay (sec/veh):			xxxxxx								
Optimal Cycle:	139			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:	221	0	379	2	0	0	0	1143	290	539	940	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	1143	290	539	940	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	1143	290	539	940	0			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	221	0	0	2	0	0	0	1143	290	539	940	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	1143	290	539	940	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	0.40	0.20	0.38	0.33	0.00			
Crit Vol:	122			2				572		539					
Crit Moves:	****			****				****		****					

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2008 w/ Project-Scenario 4-PM Peak

TBIT RP

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

Intersection #69 IMPERIAL HWY @ PERSHING DR.

Cycle (sec):	100			Critical Vol./Cap. (X):			0.601								
Loss Time (sec):	0 (Y+R = 4 sec)			Average Delay (sec/veh):			xxxxxx								
Optimal Cycle:	47			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			Permitted			Permitted					
Rights:	Include			Include			Include			Ovl					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	0	0 1!	0 0	1	1 0	0 1	2	0 1	1 0	1	0 2	0 1			
Volume Module:															
Base Vol:	4	0	7	955	25	166	135	492	0	4	467	717			
Growth Adj:	1.00	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	955	25	166	135	492	0	4	467	717			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	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	955	25	166	135	492	0	4	467	717			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	4	0	7	955	25	166	135	492	0	4	467	717			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	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	1051	25	166	149	492	0	4	467	717			
Saturation Flow Module:															
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425			
Adjustment:	1.00	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	1.95	0.05	1.00	2.00	2.00	0.00	1.00	2.00	1.00			
Final Sat.:	518	0	907	2784	66	1425	2850	2850	0	1425	2850	1425			
Capacity Analysis Module:															
Vol/Sat:	0.01	0.00	0.01	0.38	0.38	0.12	0.05	0.17	0.00	0.00	0.16	0.50			
Crit Vol:			11	538			74				234				
Crit Moves:			****	****			****				****				

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2008 w/ Project-Scenario 4-PM Peak
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                                    TBIT RP
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                        Level Of Service Computation Report
                 Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #71 IMPERIAL HWY @ SEPULVEDA BL.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        1.259
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 1837  1146   307 1833    38   163  414   176   247  341   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 1837  1146   307 1833    38   163  414   176   247  341   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 1837  1146   307 1833    38   163  414   176   247  341   327
Reduct Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   174 1837  1146   307 1833    38   163  414   176   247  341   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 1837  1146   338 1833    38   179  414   176   272  341   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 5388   112  2750 4125  1375  2750 4125  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.13 0.45  0.83  0.12 0.34  0.34  0.07 0.10  0.13  0.10 0.08  0.24
Crit Vol:             1146   169              90                       327
Crit Moves:           **** ****              ****                     ****
********************************************************************************

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2008 w/ Project-Scenario 4-PM Peak
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                                    TBIT RP
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                        Level Of Service Computation Report
                 Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #73 IMPERIAL HWY @ NASH ST.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.399
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:       72    0   93   172  189  191      0  892   56    59  925     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  892   56    59  925     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  892   56    59  925     0
Reduct Vol:      0    0    0     0    0    0      0    0    0     0    0     0
Reduced Vol:    72    0   93   172  189  191      0  892   56    59  925     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  892   56    65  925     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 2.82 0.18  2.00 3.00  0.00
Final Sat.:   1425    0 2850  1828 1831 2042      0 4022  253  2850 4275     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.05 0.00 0.04  0.10 0.10 0.10   0.00 0.22 0.22  0.02 0.22  0.00
Crit Vol:      72            148              316              32
Crit Moves:  ****            ****             ****             ****
********************************************************************************

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2008 w/ Project-Scenario 4-PM Peak

TBIT RP

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

Intersection #74 IMPERIAL HWY. @ 105 RAMP

Cycle (sec): 100 Critical Vol./Cap. (X): 0.693
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 61 Level Of Service: B

Street Name:	/ 105 RAMP							IMPERIAL HWY.							
Approach:	North Bound				South Bound			East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Permitted				Protected			
Rights:	Ovl				Ovl				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	0	0 2	0	0	0	0 0	0	0	2	1 1	2	0	2	0 0
Volume Module:																
Base Vol:	436	0	550		0	0	0		0	1035	813		368	606	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:	436	0	550		0	0	0		0	1035	813		368	606	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:	436	0	550		0	0	0		0	1035	813		368	606	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	436	0	550		0	0	0		0	1035	813		368	606	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.:	480	0	605		0	0	0		0	1035	894		405	606	0	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	0.00	2.00		0.00	0.00	0.00		0.00	2.15	1.85		2.00	2.00	0.00	
Final Sat.:	2850	0	2850		0	0	0		0	3058	2642		2850	2850	0	
Capacity Analysis Module:																
Vol/Sat:	0.17	0.00	0.21		0.00	0.00	0.00		0.00	0.34	0.34		0.14	0.21	0.00	
Crit Vol:			303			0				482			202			
Crit Moves:			****							****			****			

2008 w/ Project-Scenario 4-PM Peak

TBIT RP

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

Intersection #75 IMPERIAL HWY. @ 405 NORTH RAMP

Cycle (sec): 100 Critical Vol./Cap. (X): 0.587
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Street Name:	405 NORTH RAMP							IMPERIAL HWY							
Approach:	North Bound				South Bound			East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Permitted				Permitted			
Rights:	Include				Include				Ignore				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	1!	0 0	0	0	0	0 0	0	0	2	1 1	0	0	2	1 1
Volume Module:																
Base Vol:	250	0	219		0	0	0		0	1770	343		0	434	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:	250	0	219		0	0	0		0	1770	343		0	434	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:	250	0	219		0	0	0		0	1770	0		0	434	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	250	0	219		0	0	0		0	1770	0		0	434	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.:	275	0	219		0	0	0		0	1770	0		0	434	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:	1.11	0.00	0.89		0.00	0.00	0.00		0.00	3.00	1.00		0.00	3.00	1.00	
Final Sat.:	1587	0	1263		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:	247						0			590			0			
Crit Moves:	****									****			****			

2008 w/ Project-Scenario 4-PM Peak

TBIT RP

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

Intersection #89 La CIENEGA BLVD. @ LENNOX BLVD

Cycle (sec): 100 Critical Vol./Cap. (X): 0.478
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	886	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	886	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	886	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	886	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	886	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	0.21	0.21	0.00	0.00	0.00	0.03	0.00	0.05
Crit Vol:		392		218				0				70
Crit Moves:		****		****								****

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2008 w/ Project-Scenario 4-PM Peak

TBIT RP

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

Intersection #94 La CIENEGA BLVD. @ 111TH STREET

Cycle (sec): 100 Critical Vol./Cap. (X): 0.660
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.						/ 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:	162	570	0	0	857	127	198	0	451	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:	162	570	0	0	857	127	198	0	451	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:	162	570	0	0	857	127	198	0	451	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	162	570	0	0	857	127	198	0	451	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.:	162	570	0	0	857	127	218	0	451	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	2.61	0.39	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	2850	0	0	3723	552	2850	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.11	0.20	0.00	0.00	0.23	0.23	0.08	0.00	0.32	0.00	0.00	0.00
Crit Vol:	162				328				451		0	
Crit Moves:	****				****				****			

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2008 w/ Project-Scenario 4-PM Peak

TBIT RP

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

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

Cycle (sec): 100 Critical Vol./Cap. (X): 0.649
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	619	173	160	702	0	0	0	0	675	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	619	173	160	702	0	0	0	0	675	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	619	173	160	702	0	0	0	0	675	0	168
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	619	173	160	702	0	0	0	0	675	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	619	190	160	702	0	0	0	0	743	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	1.63	0.00	0.37
Final Sat.:	0	2850	1425	1425	2850	0	0	0	0	2324	0	526
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.13	0.11	0.25	0.00	0.00	0.00	0.00	0.32	0.00	0.32
Crit Vol:		310			160			0		455		
Crit Moves:		****			****					****		

2008 w/ Project-Scenario 4-PM Peak

TBIT RP

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

Intersection #97 La CIENEGA BLVD. @ 405 S/B RAMP

Cycle (sec): 100 Critical Vol./Cap. (X): 0.534
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: A

Street Name:	La CIENEGA BLVD.									405 S/B RAMP		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 1	1 0	2	0 1	1 0	0	0 1!	0 0	0	0 0	0 2
Volume Module:												
Base Vol:	0	617	34	744	865	5	0	0	0	0	0	493
Growth Adj:	1.00	1.00	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	744	865	5	0	0	0	0	0	493
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	744	865	5	0	0	0	0	0	493
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	617	34	744	865	5	0	0	0	0	0	493
PCE Adj:	1.00	1.00	1.00	1.00	1.00	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	818	865	5	0	0	0	0	0	542
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	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	0.30	0.32	0.32	0.00	0.00	0.00	0.00	0.00	0.20
Crit Vol:		325		409				0			0	
Crit Moves:		****		****							****	

2008 w/ Project-Scenario 4-PM Peak

TBIT RP

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

Intersection #98 La CIENEGA BLVD. @ 405 S/B RAMP

Cycle (sec): 100 Critical Vol./Cap. (X): 0.349
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			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 1	1 0	2	1 0	0 0	0	0 1	2 0	0	0 1
Volume Module:												
Base Vol:	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:		****		****					****	****		

2008 w/ Project-Scenario 4-PM Peak

TBIT RP

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

Intersection #101 SEPULVEDA BLVD. @ LA TIJERA BLVD.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.750
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 91 Level Of Service: C

Street Name:	Sepulveda Boulevard						La Tijera Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	2	0 1	1 0	1	1 0
Volume Module:												
Base Vol:	142	1437	175	63	1193	90	109	465	83	199	379	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:	142	1437	175	63	1193	90	109	465	83	199	379	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:	142	1437	175	63	1193	90	109	465	83	199	379	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	142	1437	175	63	1193	90	109	465	83	199	379	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	142	1437	175	63	1193	90	109	465	83	199	379	60
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.67	0.33	1.00	2.79	0.21	1.00	2.00	1.00	1.00	1.73	0.27
Final Sat.:	1375	3677	448	1375	3836	289	1375	2750	1375	1375	2374	376
Capacity Analysis Module:												
Vol/Sat:	0.10	0.39	0.39	0.05	0.31	0.31	0.08	0.17	0.06	0.14	0.16	0.16
Crit Vol:		537		63				233		199		
Crit Moves:		****		****				****		****		

2008 w/ Project-Scenario 4-PM Peak

TBIT RP

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

Intersection #108 SEPULVEDA BLVD. @ LINCOLN BLVD.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.792
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 89 Level Of Service: C

Street Name:	SEPULVEDA BOULEVARD						LINCOLN BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	4	0 2	1 0	0	0 3	1 0	0	0 0	0 4	0	0 0	0 1
Volume Module:												
Base Vol:	1335	1804	337	0	1612	13	0	0	1291	0	0	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1335	1804	337	0	1612	13	0	0	1291	0	0	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1335	1804	337	0	1612	13	0	0	1291	0	0	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1335	1804	337	0	1612	13	0	0	1291	0	0	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00
Final Vol.:	1469	1804	337	0	1612	13	0	0	1420	0	0	6
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	4.00	2.53	0.47	0.00	3.97	0.03	0.00	0.00	4.00	0.00	0.00	1.00
Final Sat.:	5700	3602	673	0	5654	46	0	0	5700	0	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.26	0.50	0.50	0.00	0.29	0.29	0.00	0.00	0.25	0.00	0.00	0.00
Crit Vol:	367				406				355	0		
Crit Moves:	****				****				****	****		

2008 w/ Project-Scenario 4-PM Peak

TBIT RP

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

Intersection #114 SEPULVEDA BLVD. @ MANCHESTER AVE.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.972
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	Sepulveda Boulevard						Manchester Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	1 0	1	0 2	1 0	2	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	107	1458	84	238	1225	261	209	991	97	89	835	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:	107	1458	84	238	1225	261	209	991	97	89	835	188
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1458	84	238	1225	261	209	991	97	89	835	188
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	1458	84	238	1225	261	209	991	97	89	835	188
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	1458	84	238	1225	261	230	991	97	89	835	188
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.84	0.16	1.00	2.47	0.53	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1375	3900	225	1375	3400	725	2750	2750	1375	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.08	0.37	0.37	0.17	0.36	0.36	0.08	0.36	0.07	0.06	0.30	0.14
Crit Vol:		514			238			496		89		
Crit Moves:		****			****			****		****		

2008 w/ Project-Scenario 4-PM Peak

TBIT RP

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

Intersection #123 WESTCHESTER PARKWAY @ PERSHING DRIVE

Cycle (sec): 100 Critical Vol./Cap. (X): 0.422
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Street Name:	Pershing Drive						Westchester Parkway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2 0 1	1	0	2 0 0	0	0	0 0 0	2	0	0 0 1
Volume Module:												
Base Vol:	0	547	332	77	478	0	0	0	0	349	0	113
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	547	332	77	478	0	0	0	0	349	0	113
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	547	332	77	478	0	0	0	0	349	0	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	547	332	77	478	0	0	0	0	349	0	113
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	547	332	77	478	0	0	0	0	384	0	113
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	2850	1425	1425	2850	0	0	0	0	2850	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.23	0.05	0.17	0.00	0.00	0.00	0.00	0.13	0.00	0.08
Crit Vol:			332	77					0	192		
Crit Moves:			****	****						****		

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2008 w/ Project-Scenario 4-PM Peak

TBIT RP

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

Intersection #135 SEPULVEDA BLVD. @ WESTCHESTER PARKWAY

Cycle (sec): 100 Critical Vol./Cap. (X): 0.712
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 79 Level Of Service: C

Street Name:	Sepulveda Boulevard						Westchester Parkway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2 1 0	1	0	2 1 0	1	0	1 1 0	1	0	1 1 0
Volume Module:												
Base Vol:	166	1497	61	134	1348	45	90	196	100	178	311	135
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	166	1497	61	134	1348	45	90	196	100	178	311	135
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	166	1497	61	134	1348	45	90	196	100	178	311	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	166	1497	61	134	1348	45	90	196	100	178	311	135
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	166	1497	61	134	1348	45	90	196	100	178	311	135
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.88	0.12	1.00	2.90	0.10	1.00	1.32	0.68	1.00	1.39	0.61
Final Sat.:	1375	3963	162	1375	3992	133	1375	1821	929	1375	1918	832
Capacity Analysis Module:												
Vol/Sat:	0.12	0.38	0.38	0.10	0.34	0.34	0.07	0.11	0.11	0.13	0.16	0.16
Crit Vol:		519		134				148		178		
Crit Moves:		****		****				****		****		

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TBIT RP

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

Intersection #136 SEPULVEDA @ 76th/77th STREET

Cycle (sec): 100 Critical Vol./Cap. (X): 0.628
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: B

Street Name:	Sepulveda Boulevard						76th/77th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	1 0	1 0	2	1 0	2 0	1	0 1	1 0	1	0 1
Volume Module:												
Base Vol:	36	1759	33	110	1874	289	200	54	70	35	57	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	1759	33	110	1874	289	200	54	70	35	57	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	1759	33	110	1874	289	200	54	70	35	57	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	1759	33	110	1874	289	200	54	70	35	57	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
Final Vol.:	36	1759	33	110	1874	289	220	54	70	35	57	75
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.94	0.06	1.00	2.60	0.40	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1500	4417	83	1500	3899	601	3000	1500	1500	1500	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.02	0.40	0.40	0.07	0.48	0.48	0.07	0.04	0.05	0.02	0.04	0.05
Crit Vol:	36				721		110					75
Crit Moves:	****				****		****					****

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2008 w/ Project-Scenario 4-PM Peak

TBIT RP

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

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

Cycle (sec): 100 Critical Vol./Cap. (X): 0.584
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Street Name:	Sepulveda Boulevard						79th/80th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	1 0	1 0	3	0 1	1 0	1	0 1	1 0	0	1 0
Volume Module:												
Base Vol:	91	1743	26	60	1710	193	112	87	58	22	75	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	91	1743	26	60	1710	193	112	87	58	22	75	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	91	1743	26	60	1710	193	112	87	58	22	75	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	1743	26	60	1710	193	112	87	58	22	75	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	91	1743	26	60	1710	193	112	87	58	22	75	28
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.96	0.04	1.00	3.00	1.00	1.00	1.00	1.00	1.00	0.73	0.27
Final Sat.:	1500	4434	66	1500	4500	1500	1500	1500	1500	1500	1092	408
Capacity Analysis Module:												
Vol/Sat:	0.06	0.39	0.39	0.04	0.38	0.13	0.07	0.06	0.04	0.01	0.07	0.07
Crit Vol:	91				570		112				103	
Crit Moves:	****				****		****				****	

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2008 w/ Project-Scenario 4-PM Peak

TBIT RP

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

Intersection #138 SEPULVEDA BLVD. @ 83rd STREET

Cycle (sec): 100 Critical Vol./Cap. (X): 0.534
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Street Name:	Sepulveda Boulevard						83rd Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	2 1	0	0 0	1! 0	0	1 0	0 1	0
Volume Module:												
Base Vol:	65	1744	13	35	1623	71	57	70	36	9	39	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	1744	13	35	1623	71	57	70	36	9	39	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	65	1744	13	35	1623	71	57	70	36	9	39	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	1744	13	35	1623	71	57	70	36	9	39	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	65	1744	13	35	1623	71	57	70	36	9	39	25
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.98	0.02	1.00	2.87	0.13	0.35	0.43	0.22	1.00	0.61	0.39
Final Sat.:	1500	4467	33	1500	4311	189	525	644	331	1500	914	586
Capacity Analysis Module:												
Vol/Sat:	0.04	0.39	0.39	0.02	0.38	0.38	0.11	0.11	0.11	0.01	0.04	0.04
Crit Vol:	65			565			163			9		
Crit Moves:	****			****			****			****		

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2008 w/ Project-Scenario 4-PM Peak

TBIT RP

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

Intersection #1000 La CIENEGA BLVD. @ 104 TH STREET

Cycle (sec): 100 Critical Vol./Cap. (X): 0.428
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			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	2 1	0	1 0	1 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	101	554	21	21	800	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	554	21	21	800	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	554	21	21	800	20	111	3	235	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	554	21	21	800	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	554	21	21	800	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	1.93	0.07	1.00	2.93	0.07	1.00	1.00	1.00	0.00	1.00	0.00
Final Sat.:	1425	2746	104	1425	4171	104	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	0.16	0.00	0.00	0.00
Crit Vol:	101			273					235	0		
Crit Moves:	****			****					****			

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