

LAX Terminals 2 and 3 Modernization Project

Draft EIR

Appendix D

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Appendix D.1

Study Area Intersection Geometries

Appendix D.1
TERMINALS 2 AND 3 MODERNIZATION PROJECT

Study Area Intersection Geometries

January 2017

Prepared for:

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

Prepared by:

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

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1. INTERSECTION GEOMETRY

This appendix provides the geometry for each of the 29 intersections included in the Construction Traffic Study.

Study Area Intersection Geometries

Figure 1 TRAFFIX Lane Geometry Report (Baseline 2016)

T2/T3

Lane Geometry Report

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

Node Intersection	NB	SB	EB	WB
1 AVIATION BLVD. @ CENTURY BLVD.	201100	202010	103100	103100
2 IMPERIAL HWY. @ AVIATION BL.	202010	201110	202100	203010
3 AVIATION BLVD. @ 111TH	101100	101100	100100	101100
4 La CIENEGA BLVD. @ CENTURY BLVD	102020	102020	103010	103100
5 CENTURY BLVD. @ SEPULVEDA BLVD.	004010	004010	000000	110020
6 CENTURY BLVD. @ 405 N/B RAMP	200010	000010	102110	002100
7 IMPERIAL HWY. @ DOUGLAS ST.	101020	100011	102100	202100
8 SEPULVEDA @ H. HUGHES PARKWAY	004010	203000	000000	300010
9 IMPERIAL HWY. @ La CIENEGA BLVD.	201110	201110	203020	203020
10 IMPERIAL HWY @MAIN STREET	110010	000001	102010	202010
11 IMPERIAL HWY @ PERSHING DR.	000001	200010	202000	102020
12 IMPERIAL HWY @ SEPULVEDA BL.	103010	203100	203010	203010
13 IMPERIAL HWY @ NASH ST.	100020	110110	002100	203000
14 IMPERIAL HWY. @ 105 RAMP	200020	000000	002110	202000
15 IMPERIAL HWY. @ 405 NORTH RAMP	100001	000000	002110	002110
16 La CIENEGA BLVD. @ LENNOX BLVD	001100	102100	000000	110010
17 La CIENEGA BLVD. @ 111TH STREET	102000	002100	200010	000000
18 La CIENEGA BLVD. @ 405 S/B RAMP	001110	102000	000000	100001
19 La CIENEGA BLVD. @ 405 S/B RAMP	001100	201100	000001	000020
20 La CIENEGA BLVD. @ 405 S/B RAMP	102010	102100	000001	200010
21 SEPULVEDA BLVD. @ LA TIJERA BLVD.	103010	103010	102010	101100
22 SEPULVEDA BLVD. @ LINCOLN BLVD.	402100	003100	000040	000001
23 SEPULVEDA BLVD. @ MANCHESTER AVE.	103010	103010	202010	101100
24 WESTCHESTER PARKWAY @ PERSHING DRIV	002010	102000	000000	200010
25 SEPULVEDA BLVD. @ WESTCHESTER PARKW	103010	103010	101100	101100
26 SEPULVEDA @ 76th/77th STREET	103010	103010	201010	101010
27 SEPULVEDA BLVD. @ 79th/80th STREET	102100	103010	101010	100100
28 SEPULVEDA BLVD. @ 83rd STREET	102100	102100	000001	100100
29 La CIENEGA BLVD. @ 104 TH STREET	101100	102100	101010	000001

Figure 2 TRAFFIX Lane Geometry Report (2019 plus Other)

T2/T3

Lane Geometry Report

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

Node Intersection	NB	SB	EB	WB
1 AVIATION BLVD. @ CENTURY BLVD.	201100	202010	103100	103100
2 IMPERIAL HWY. @ AVIATION BL.	202010	201110	202100	203010
3 AVIATION BLVD. @ 111TH	101100	101100	100100	101100
4 La CIENEGA BLVD. @ CENTURY BLVD	102020	102020	103010	103100
5 CENTURY BLVD. @ SEPULVEDA BLVD.	004010	004010	000000	110020
6 CENTURY BLVD. @ 405 N/B RAMP	200010	000010	102110	002100
7 IMPERIAL HWY. @ DOUGLAS ST.	101020	100011	102100	202100
8 SEPULVEDA @ H. HUGHES PARKWAY	004010	203000	000000	300010
9 IMPERIAL HWY. @ La CIENEGA BLVD.	201110	201110	203020	203020
10 IMPERIAL HWY @MAIN STREET	110010	000001	102010	202010
11 IMPERIAL HWY @ PERSHING DR.	000001	200010	202000	102020
12 IMPERIAL HWY @ SEPULVEDA BL.	103010	203100	203010	203010
13 IMPERIAL HWY @ NASH ST.	100020	110110	002100	203000
14 IMPERIAL HWY. @ 105 RAMP	200020	000000	002110	202000
15 IMPERIAL HWY. @ 405 NORTH RAMP	100001	000000	002110	002110
16 La CIENEGA BLVD. @ LENNOX BLVD	001100	102100	000000	110010
17 La CIENEGA BLVD. @ 111TH STREET	102000	002100	200010	000000
18 La CIENEGA BLVD. @ 405 S/B RAPM	001110	102000	000000	100001
19 La CIENEGA BLVD. @ 405 S/B RAMP	001100	201100	000001	000020
20 La CIENEGA BLVD. @ 405 S/B RAMP	102010	102100	000001	200010
21 SEPULVEDA BLVD. @ LA TIJERA BLVD.	103010	103010	102010	101100
22 SEPULVEDA BLVD. @ LINCOLN BLVD.	402100	003100	000040	000001
23 SEPULVEDA BLVD. @ MANCHESTER AVE.	103010	103010	202010	101100
24 WESTCHESTER PARKWAY @ PERSHING DRIV	002010	102000	000000	200010
25 SEPULVEDA BLVD. @ WESTCHESTER PARKW	103010	103010	101100	101100
26 SEPULVEDA @ 76th/77th STREET	103010	103010	201010	101010
27 SEPULVEDA BLVD. @ 79th/80th STREET	102100	103010	101010	100100
28 SEPULVEDA BLVD. @ 83rd STREET	102100	102100	000001	100100
29 La CIENEGA BLVD. @ 104 TH STREET	101100	102100	101010	000001

Study Area Intersection Geometries

Figure 3 TRAFFIX Lane Geometry Report (2019 plus Other plus T2/T3)

T2/T3

Lane Geometry Report

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

Node Intersection	NB	SB	EB	WB
1 AVIATION BLVD. @ CENTURY BLVD.	201100	202010	103100	103100
2 IMPERIAL HWY. @ AVIATION BL.	202010	201110	202100	203010
3 AVIATION BLVD. @ 111TH	101100	101100	100100	101100
4 La CIENEGA BLVD. @ CENTURY BLVD	102020	102020	103010	103100
5 CENTURY BLVD. @ SEPULVEDA BLVD.	004010	004010	000000	110020
6 CENTURY BLVD. @ 405 N/B RAMP	200010	000010	102110	002100
7 IMPERIAL HWY. @ DOUGLAS ST.	101020	100011	102100	202100
8 SEPULVEDA @ H. HUGHES PARKWAY	004010	203000	000000	300010
9 IMPERIAL HWY. @ La CIENEGA BLVD.	201110	201110	203020	203020
10 IMPERIAL HWY @MAIN STREET	110010	000001	102010	202010
11 IMPERIAL HWY @ PERSHING DR.	000001	200010	202000	102020
12 IMPERIAL HWY @ SEPULVEDA BL.	103010	203100	203010	203010
13 IMPERIAL HWY @ NASH ST.	100020	110110	002100	203000
14 IMPERIAL HWY. @ 105 RAMP	200020	000000	002110	202000
15 IMPERIAL HWY. @ 405 NORTH RAMP	100001	000000	002110	002110
16 La CIENEGA BLVD. @ LENNOX BLVD	001100	102100	000000	110010
17 La CIENEGA BLVD. @ 111TH STREET	102000	002100	200010	000000
18 La CIENEGA BLVD. @ 405 S/B RAMP	001110	102000	000000	100001
19 La CIENEGA BLVD. @ 405 S/B RAMP	001100	201100	000001	000020
20 La CIENEGA BLVD. @ 405 S/B RAMP	102010	102100	000001	200010
21 SEPULVEDA BLVD. @ LA TIJERA BLVD.	103010	103010	102010	101100
22 SEPULVEDA BLVD. @ LINCOLN BLVD.	402100	003100	000040	000001
23 SEPULVEDA BLVD. @ MANCHESTER AVE.	103010	103010	202010	101100
24 WESTCHESTER PARKWAY @ PERSHING DRIV	002010	102000	000000	200010
25 SEPULVEDA BLVD. @ WESTCHESTER PARKW	103010	103010	101100	101100
26 SEPULVEDA @ 76th/77th STREET	103010	103010	201010	101010
27 SEPULVEDA BLVD. @ 79th/80th STREET	102100	103010	101010	100100
28 SEPULVEDA BLVD. @ 83rd STREET	102100	102100	000001	100100
29 La CIENEGA BLVD. @ 104 TH STREET	101100	102100	101010	000001

Figure 4 TRAFFIX Lane Geometry Report (Baseline 2016 plus T2/T3)

T2/T3

Lane Geometry Report

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

Node Intersection	NB	SB	EB	WB
1 AVIATION BLVD. @ CENTURY BLVD.	201100	202010	103100	103100
2 IMPERIAL HWY. @ AVIATION BL.	202010	201110	202100	203010
3 AVIATION BLVD. @ 111TH	101100	101100	100100	101100
4 La CIENEGA BLVD. @ CENTURY BLVD	102020	102020	103010	103100
5 CENTURY BLVD. @ SEPULVEDA BLVD.	004010	004010	000000	110020
6 CENTURY BLVD. @ 405 N/B RAMP	200010	000010	102110	002100
7 IMPERIAL HWY. @ DOUGLAS ST.	101020	100011	102100	202100
8 SEPULVEDA @ H. HUGHES PARKWAY	004010	203000	000000	300010
9 IMPERIAL HWY. @ La CIENEGA BLVD.	201110	201110	203020	203020
10 IMPERIAL HWY @MAIN STREET	110010	000001	102010	202010
11 IMPERIAL HWY @ PERSHING DR.	000001	200010	202000	102020
12 IMPERIAL HWY @ SEPULVEDA BL.	103010	203100	203010	203010
13 IMPERIAL HWY @ NASH ST.	100020	110110	002100	203000
14 IMPERIAL HWY. @ 105 RAMP	200020	000000	002110	202000
15 IMPERIAL HWY. @ 405 NORTH RAMP	100001	000000	002110	002110
16 La CIENEGA BLVD. @ LENNOX BLVD	001100	102100	000000	110010
17 La CIENEGA BLVD. @ 111TH STREET	102000	002100	200010	000000
18 La CIENEGA BLVD. @ 405 S/B RAMP	001110	102000	000000	100001
19 La CIENEGA BLVD. @ 405 S/B RAMP	001100	201100	000001	000020
20 La CIENEGA BLVD. @ 405 S/B RAMP	102010	102100	000001	200010
21 SEPULVEDA BLVD. @ LA TIJERA BLVD.	103010	103010	102010	101100
22 SEPULVEDA BLVD. @ LINCOLN BLVD.	402100	003100	000040	000001
23 SEPULVEDA BLVD. @ MANCHESTER AVE.	103010	103010	202010	101100
24 WESTCHESTER PARKWAY @ PERSHING DRIV	002010	102000	000000	200010
25 SEPULVEDA BLVD. @ WESTCHESTER PARKW	103010	103010	101100	101100
26 SEPULVEDA @ 76th/77th STREET	103010	103010	201010	101010
27 SEPULVEDA BLVD. @ 79th/80th STREET	102100	103010	101010	100100
28 SEPULVEDA BLVD. @ 83rd STREET	102100	102100	000001	100100
29 La CIENEGA BLVD. @ 104 TH STREET	101100	102100	101010	000001

Study Area Intersection Geometries

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Appendix D.2

Study Area Intersection Volumes

Appendix D.2
TERMINALS 2 AND 3 MODERNIZATION PROGRAM

Study Area Intersection Volumes

January 2017

Prepared for:

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

Prepared by:

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

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TRAFFIX Intersection Volume Reports

Baseline (2016) AM Peak

Baseline (2016) PM Peak

2019 plus Other (Without Project) AM Peak

2019 plus Other (Without Project) PM Peak

Primary Lot 2019 plus Other plus T2/T3 (With Project) AM Peak

Primary Lot 2019 plus Other plus T2/T3 (With Project) PM Peak

Primary Lot Baseline (2016) plus T2/T3 AM Peak

Primary Lot Baseline (2016) plus T2/T3 PM Peak

Optional Lot 2019 plus Other plus T2/T3 (With Project) AM Peak

Optional Lot 2019 plus Other plus T2/T3 (With Project) PM Peak

Optional Lot Baseline (2016) plus T2/T3 AM Peak

Optional Lot Baseline (2016) plus T2/T3 PM Peak

Primary Lot 2019 plus Other plus T2/T3 (With Project) AM Peak – With Mitigation

Optional Lot 2019 plus Other plus T2/T3 (With Project) AM Peak – With Mitigation

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1. INTERSECTION VOLUMES

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

T2/T3 – Baseline (2016)

T2/T3 – 2019 Without Project

T2/T3 – 2019 With Project Primary Lot

T2/T3 – Baseline (2016) plus Project Primary Lot

T2/T3 – 2019 With Project Optional Lot

T2/T3 – Baseline (2016) plus Project Optional Lot

T2/T3 – 2019 With Project Primary Lot – With Mitigation

T2/T3 – 2019 With Project Optional Lot – With Mitigation

TRAFFIX Intersection Volume Report

Adjusted Baseline 2016-AM Tue Dec 27, 2016 10:44:48

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T2/T3 EIR

Scenario Report

Scenario: Adjusted Baseline 2016-AM Peak

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

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Study Area Intersection Volumes

Adjusted Baseline 2016-AM Tue Dec 27, 2016 10:44:48

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T2/T3 EIR

Intersection Volume Report Base Volume Alternative

Node	Intersection	Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
1	AVIATION BLVD	548	568	63	55	332	173	123	939	231	57	1199	86
2	IMPERIAL HWY.	282	539	105	219	284	202	128	233	62	237	1012	736
3	AVIATION BLVD	31	1410	22	30	658	57	40	31	29	26	53	56
4	La CIENEGA BL	212	577	172	176	335	456	85	501	302	311	1673	846
5	CENTURY BLVD.	0	4381	0	0	1603	34	0	0	0	387	66	327
6	CENTURY BLVD.	1211	0	370	0	0	25	4	578	188	0	2065	7
7	IMPERIAL HWY.	73	13	78	39	43	9	33	414	188	363	1340	55
8	SEPULVEDA @ H	0	2975	1048	141	930	0	0	0	0	791	0	137
9	IMPERIAL HWY.	74	289	137	95	191	325	298	198	138	100	896	656
10	IMPERIAL HWY	478	1	569	0	0	4	0	854	212	516	1327	1
11	IMPERIAL HWY	0	1	3	742	0	86	196	322	1	8	381	1390
12	IMPERIAL HWY	104	1800	546	382	2188	10	245	216	65	210	235	436
13	IMPERIAL HWY	55	0	52	406	985	545	0	620	106	247	985	0
14	IMPERIAL HWY.	1049	0	349	0	0	0	0	284	343	106	1073	0
15	IMPERIAL HWY.	600	0	72	0	0	0	0	360	74	0	1453	543
16	La CIENEGA BL	0	1015	95	63	408	27	0	0	0	161	0	270
17	La CIENEGA BL	202	1122	0	0	435	105	43	0	52	0	0	0
18	La CIENEGA BL	0	1815	135	136	395	0	0	0	0	553	0	82
19	La CIENEGA BL	0	907	43	430	507	19	0	0	2	0	0	103
20	La CIENEGA BL	33	1227	155	71	426	0	4	0	28	192	0	77
21	SEPULVEDA BLV	45	1892	99	22	1285	43	72	147	75	322	178	31
22	SEPULVEDA BLV	1998	2181	0	0	1400	26	0	0	1112	0	0	0
23	SEPULVEDA BLV	74	1835	57	100	1039	82	111	252	81	54	638	389
24	WESTCHESTER P	0	1112	418	66	473	0	0	0	0	275	0	57
25	SEPULVEDA BLV	175	2095	24	133	1595	64	15	146	73	179	548	326
26	SEPULVEDA @ 7	66	2021	10	36	1296	207	733	75	77	40	112	365
27	SEPULVEDA BLV	139	2211	28	34	1210	187	168	92	146	45	205	122
28	SEPULVEDA BLV	39	2079	18	28	1247	35	71	65	43	24	122	150
29	La CIENEGA BL	374	954	11	12	453	83	19	0	76	6	0	13

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Study Area Intersection Volumes

T2/T3 EIR

Scenario Report

Scenario: Adjusted Baseline 2016-PM Peak
Command: Employee PM
Volume: Employee PM
Geometry: Existing geometry
Impact Fee: Default Impact Fee
Trip Generation: PM Peak
Trip Distribution: Trip_am_pm
Paths: Default Paths
Routes: Default Routes
Configuration: Default Configuration

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Study Area Intersection Volumes

Adjusted Baseline 2016-PM Tue Dec 27, 2016 10:51:32

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T2/T3 EIR

Intersection Volume Report Base Volume Alternative

Node	Intersection	Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
1	AVIATION BLVD	467	543	127	108	505	145	146	2012	467	103	1241	150
2	IMPERIAL HWY.	140	373	241	380	594	127	231	1237	270	167	431	409
3	AVIATION BLVD	13	1004	33	37	1142	68	62	83	24	28	42	63
4	La CIENEGA BL	127	294	562	600	735	348	112	1270	483	90	812	217
5	CENTURY BLVD.	0	3537	0	0	2773	51	0	0	0	479	90	236
6	CENTURY BLVD.	667	0	347	0	0	40	24	1804	567	0	912	14
7	IMPERIAL HWY.	156	23	393	56	32	14	21	1543	151	123	572	34
8	SEPULVEDA @ H	0	1439	669	580	2543	0	0	0	0	637	0	105
9	IMPERIAL HWY.	64	203	695	397	388	245	229	1295	148	42	370	169
10	IMPERIAL HWY	230	0	450	4	1	1	0	1066	395	587	747	2
11	IMPERIAL HWY	0	3	7	914	0	207	153	433	0	1	425	572
12	IMPERIAL HWY	145	1810	1014	688	2412	16	235	368	172	159	340	394
13	IMPERIAL HWY	127	0	255	100	180	183	0	999	58	36	778	0
14	IMPERIAL HWY.	513	0	203	0	0	0	0	1592	490	140	628	0
15	IMPERIAL HWY.	169	0	291	0	0	0	0	2684	285	0	440	239
16	La CIENEGA BL	0	556	361	318	724	4	0	0	0	71	0	79
17	La CIENEGA BL	53	782	0	0	851	68	115	0	138	0	0	0
18	La CIENEGA BL	0	620	64	199	790	0	0	0	0	873	0	369
19	La CIENEGA BL	0	652	39	360	860	1	0	0	2	0	0	420
20	La CIENEGA BL	27	619	30	67	901	3	0	0	11	231	0	231
21	SEPULVEDA BLV	126	1278	227	118	1750	145	133	361	100	332	270	69
22	SEPULVEDA BLV	1558	2013	0	0	2116	42	0	0	1839	0	0	0
23	SEPULVEDA BLV	171	1356	120	351	1811	279	224	797	132	111	529	207
24	WESTCHESTER P	0	582	319	77	645	0	0	0	0	192	0	111
25	SEPULVEDA BLV	195	1618	76	218	2009	67	64	279	102	269	292	211
26	SEPULVEDA @ 7	66	1666	39	127	1411	332	192	39	54	23	48	36
27	SEPULVEDA BLV	88	1851	34	36	1453	189	116	60	86	29	49	31
28	SEPULVEDA BLV	53	1843	17	42	1497	53	48	43	28	9	30	27
29	La CIENEGA BL	121	579	12	47	788	53	90	3	271	7	1	11

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Study Area Intersection Volumes

Future 2019 Without-AM Peak

Tue Dec 27, 2016 12:50:49

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T2/T3 Primary Lot

Scenario Report

Scenario: Future 2019 Without-AM Peak

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

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Study Area Intersection Volumes

Future 2019 Without-AM Peak

Tue Dec 27, 2016 12:50:50

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T2/T3 Primary Lot

Intersection Volume Report Future Volume Alternative

Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
1 AVIATION BLVD	653	613	67	65	357	183	132	1017	288	61	1398	102
2 IMPERIAL HWY.	320	573	112	275	301	219	136	247	65	251	1244	862
3 AVIATION BLVD	33	1578	24	32	746	61	43	33	31	27	56	59
4 La CIENEGA BL	232	613	182	187	360	484	90	555	324	330	1903	898
5 CENTURY BLVD.	0	4910	0	0	1701	36	0	0	0	421	70	461
6 CENTURY BLVD.	1294	0	393	0	0	26	5	614	223	0	2309	7
7 IMPERIAL HWY.	80	14	83	42	45	10	34	439	200	385	1617	58
8 SEPULVEDA @ H	0	3157	1112	150	1049	0	0	0	0	1051	0	145
9 IMPERIAL HWY.	80	307	145	101	202	369	316	211	167	106	1017	703
10 IMPERIAL HWY	507	1	605	0	0	5	0	1071	225	547	1920	1
11 IMPERIAL HWY	0	1	4	953	0	92	208	341	1	8	404	1987
12 IMPERIAL HWY	129	1945	579	406	2322	11	262	230	69	222	297	617
13 IMPERIAL HWY	61	0	55	431	1046	578	0	658	113	262	1244	0
14 IMPERIAL HWY.	1272	0	370	0	0	0	0	322	385	113	1229	0
15 IMPERIAL HWY.	636	0	76	0	0	0	0	382	79	0	1615	576
16 La CIENEGA BL	0	1084	101	67	437	29	0	0	0	171	0	288
17 La CIENEGA BL	214	1198	0	0	466	112	45	0	55	0	0	0
18 La CIENEGA BL	0	1926	143	144	423	0	0	0	0	586	0	88
19 La CIENEGA BL	0	969	45	461	542	20	0	0	2	0	0	109
20 La CIENEGA BL	34	1310	164	75	456	0	5	0	30	223	0	82
21 SEPULVEDA BLV	48	2008	105	24	1636	45	76	156	80	342	194	33
22 SEPULVEDA BLV	2131	2679	0	0	1486	27	0	0	1180	0	0	0
23 SEPULVEDA BLV	79	1947	61	106	1376	87	118	268	86	57	677	413
24 WESTCHESTER P	0	1180	652	70	502	0	0	0	0	505	0	61
25 SEPULVEDA BLV	550	2223	25	144	1693	341	15	155	77	190	587	346
26 SEPULVEDA @ 7	70	2145	11	38	1648	220	778	80	82	43	119	388
27 SEPULVEDA BLV	148	2346	30	36	1557	199	178	98	155	48	218	130
28 SEPULVEDA BLV	42	2207	19	30	1596	37	75	69	45	25	130	159
29 La CIENEGA BL	397	1019	12	13	485	88	20	0	81	6	0	14

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Study Area Intersection Volumes

Future 2019 Without-PM Peak

Tue Dec 27, 2016 12:53:07

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T2/T3 Primary Lot

Scenario Report

Scenario: Future 2019 Without-PM Peak

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

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Study Area Intersection Volumes

Future 2019 Without-PM Peak

Tue Dec 27, 2016 12:53:08

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T2/T3 Primary Lot

Intersection Volume Report Future Volume Alternative

Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
1 AVIATION BLVD	567	581	135	128	548	153	155	2391	539	110	1319	163
2 IMPERIAL HWY.	151	395	256	456	631	137	250	1485	307	177	463	505
3 AVIATION BLVD	14	1142	35	39	1267	72	66	89	26	30	45	67
4 La CIENEGA BL	135	312	596	637	781	369	119	1490	640	96	867	230
5 CENTURY BLVD.	0	3754	0	0	3424	54	0	0	0	511	96	250
6 CENTURY BLVD.	712	0	368	0	0	42	26	2032	625	0	970	15
7 IMPERIAL HWY.	165	25	417	59	34	15	22	1836	163	131	616	37
8 SEPULVEDA @ H	0	1589	927	616	2704	0	0	0	0	693	0	111
9 IMPERIAL HWY.	68	216	738	421	412	281	243	1427	179	45	418	179
10 IMPERIAL HWY	244	0	478	5	1	1	0	1622	420	623	1018	2
11 IMPERIAL HWY	0	4	7	1461	0	219	163	459	0	1	451	833
12 IMPERIAL HWY	157	1921	1076	891	2610	17	260	434	183	170	369	418
13 IMPERIAL HWY	135	0	270	106	191	195	0	1261	64	38	835	0
14 IMPERIAL HWY.	574	0	216	0	0	0	0	1764	671	149	713	0
15 IMPERIAL HWY.	179	0	309	0	0	0	0	2901	302	0	492	254
16 La CIENEGA BL	0	590	384	338	775	5	0	0	0	76	0	84
17 La CIENEGA BL	57	830	0	0	910	72	122	0	146	0	0	0
18 La CIENEGA BL	0	658	68	211	839	0	0	0	0	926	0	393
19 La CIENEGA BL	0	692	41	504	919	1	0	0	2	0	0	446
20 La CIENEGA BL	28	657	32	77	957	4	0	0	12	265	0	245
21 SEPULVEDA BLV	133	1598	241	125	1879	153	178	394	201	353	287	73
22 SEPULVEDA BLV	1653	2136	0	0	2698	45	0	0	1981	0	0	0
23 SEPULVEDA BLV	182	1717	127	373	1944	296	237	846	140	118	562	219
24 WESTCHESTER P	0	617	574	81	684	0	0	0	0	435	0	118
25 SEPULVEDA BLV	207	1717	80	231	2227	93	304	296	466	286	310	231
26 SEPULVEDA @ 7	70	2047	41	135	1520	353	204	41	58	25	51	38
27 SEPULVEDA BLV	93	2244	37	38	1564	201	123	64	91	31	52	33
28 SEPULVEDA BLV	57	2234	18	45	1610	57	51	46	30	9	32	28
29 La CIENEGA BL	129	615	13	50	844	57	96	4	288	7	1	12

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Study Area Intersection Volumes

T2/T3 Primary Lot

Scenario Report

Scenario: Future 2019 plus Proj-AM Peak
Command: Employee AM
Volume: Employee AM
Geometry: Existing geometry
Impact Fee: Default Impact Fee
Trip Generation: AM Peak
Trip Distribution: Trip_am_pm
Paths: Default Paths
Routes: Default Routes
Configuration: Default Configuration

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Study Area Intersection Volumes

Future 2019 plus Proj-AM Peak

Thu Jan 5, 2017 15:14:32

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T2/T3 Primary Lot

Intersection Volume Report
Future Volume Alternative

Node	Intersection	Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
1	AVIATION BLVD	653	613	67	65	357	183	134	1085	320	61	1398	102
2	IMPERIAL HWY.	320	573	112	305	304	219	136	260	65	251	1257	862
3	AVIATION BLVD	33	1578	24	32	778	61	43	33	31	27	56	59
4	La CIENEGA BL	232	613	182	187	360	484	91	590	357	330	1903	898
5	CENTURY BLVD.	0	4914	0	0	1704	36	0	0	0	451	82	470
6	CENTURY BLVD.	1294	0	393	0	0	26	5	618	253	0	2309	7
7	IMPERIAL HWY.	80	14	83	42	45	10	34	452	200	385	1630	58
8	SEPULVEDA @ H	0	3166	1113	150	1049	0	0	0	0	1051	0	145
9	IMPERIAL HWY.	80	307	145	105	202	387	334	218	167	106	1017	707
10	IMPERIAL HWY	507	1	605	0	0	5	0	1080	225	547	1929	1
11	IMPERIAL HWY	0	1	4	962	0	92	208	341	1	8	404	1996
12	IMPERIAL HWY	129	1945	579	407	2329	11	262	243	69	222	310	617
13	IMPERIAL HWY	61	0	55	431	1046	578	0	671	113	262	1257	0
14	IMPERIAL HWY.	1272	0	375	0	0	0	0	342	408	118	1242	0
15	IMPERIAL HWY.	640	0	76	0	0	0	0	389	83	0	1615	576
16	La CIENEGA BL	0	1084	101	67	437	29	0	0	0	171	0	288
17	La CIENEGA BL	214	1198	0	0	466	112	45	0	55	0	0	0
18	La CIENEGA BL	0	1927	143	144	423	0	0	0	0	586	0	88
19	La CIENEGA BL	0	969	45	493	542	20	0	0	2	0	0	109
20	La CIENEGA BL	56	1310	164	75	456	0	5	4	52	223	4	82
21	SEPULVEDA BLV	48	2017	105	24	1636	45	77	156	83	342	194	33
22	SEPULVEDA BLV	2131	2692	0	0	1489	27	0	0	1180	0	0	0
23	SEPULVEDA BLV	79	1957	61	106	1376	87	118	268	86	57	677	413
24	WESTCHESTER P	0	1180	661	70	502	0	0	0	0	514	0	61
25	SEPULVEDA BLV	554	2232	25	144	1696	341	15	155	77	190	587	346
26	SEPULVEDA @ 7	70	2155	11	38	1648	220	778	80	82	43	119	388
27	SEPULVEDA BLV	148	2356	30	36	1557	199	178	98	155	48	218	130
28	SEPULVEDA BLV	42	2217	19	30	1596	37	75	69	45	25	130	159
29	La CIENEGA BL	397	1019	12	13	485	88	20	0	81	6	0	14

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Study Area Intersection Volumes

T2/T3 Primary Lot

Scenario Report

Scenario: Future 2019 with Proj-PM Peak
Command: Employee PM
Volume: Employee PM
Geometry: Existing geometry
Impact Fee: Default Impact Fee
Trip Generation: PM Peak
Trip Distribution: Trip_am_pm
Paths: Default Paths
Routes: Default Routes
Configuration: Default Configuration

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Study Area Intersection Volumes

Future 2019 with Proj-PM Peak

Thu Jan 5, 2017 15:17:47

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T2/T3 Primary Lot

Intersection Volume Report Future Volume Alternative

Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
1 AVIATION BLVD	567	581	135	128	548	153	155	2391	539	110	1319	163
2 IMPERIAL HWY.	151	395	256	456	631	137	250	1498	307	177	476	505
3 AVIATION BLVD	14	1142	35	39	1267	72	66	89	26	30	45	67
4 La CIENEGA BL	135	312	596	637	781	369	119	1490	640	96	867	230
5 CENTURY BLVD.	0	3758	0	0	3426	54	0	0	0	511	96	250
6 CENTURY BLVD.	712	0	368	0	0	42	26	2032	625	0	970	15
7 IMPERIAL HWY.	165	25	417	59	34	15	22	1849	163	131	629	37
8 SEPULVEDA @ H	0	1589	928	616	2704	0	0	0	0	693	0	111
9 IMPERIAL HWY.	68	216	738	425	412	299	262	1427	179	45	418	183
10 IMPERIAL HWY	244	0	478	5	1	1	0	1631	420	623	1027	2
11 IMPERIAL HWY	0	4	7	1470	0	219	163	459	0	1	451	842
12 IMPERIAL HWY	157	1921	1076	891	2610	17	260	447	183	170	382	418
13 IMPERIAL HWY	135	0	270	106	191	195	0	1274	64	38	848	0
14 IMPERIAL HWY.	574	0	221	0	0	0	0	1777	671	154	726	0
15 IMPERIAL HWY.	183	0	309	0	0	0	0	2901	306	0	492	254
16 La CIENEGA BL	0	590	384	338	775	5	0	0	0	76	0	84
17 La CIENEGA BL	57	830	0	0	910	72	122	0	146	0	0	0
18 La CIENEGA BL	0	658	68	211	839	0	0	0	0	926	0	393
19 La CIENEGA BL	0	692	41	504	919	1	0	0	2	0	0	446
20 La CIENEGA BL	50	657	32	77	957	4	0	4	34	265	4	245
21 SEPULVEDA BLV	133	1598	241	125	1879	153	179	394	204	353	287	73
22 SEPULVEDA BLV	1653	2140	0	0	2701	45	0	0	1981	0	0	0
23 SEPULVEDA BLV	182	1718	127	373	1944	296	237	846	140	118	562	219
24 WESTCHESTER P	0	617	583	81	684	0	0	0	0	444	0	118
25 SEPULVEDA BLV	211	1717	80	231	2230	93	304	296	466	286	310	231
26 SEPULVEDA @ 7	70	2048	41	135	1520	353	204	41	58	25	51	38
27 SEPULVEDA BLV	93	2245	37	38	1564	201	123	64	91	31	52	33
28 SEPULVEDA BLV	57	2235	18	45	1610	57	51	46	30	9	32	28
29 La CIENEGA BL	129	615	13	50	844	57	96	4	288	7	1	12

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Study Area Intersection Volumes

T2/T3 Primary Lot

Scenario Report

Scenario: Adjusted Baseline 2016 plus Proj AM Peak
Command: Employee AM
Volume: Employee AM
Geometry: Existing geometry
Impact Fee: Default Impact Fee
Trip Generation: AM Peak
Trip Distribution: Trip_am_pm
Paths: Default Paths
Routes: Default Routes
Configuration: Default Configuration

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Study Area Intersection Volumes

Adjusted Baseline 2016 plus Proj AM Thu Jan 5, 2017 15:23:27

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T2/T3 Primary Lot

Intersection Volume Report Future Volume Alternative

Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
1 AVIATION BLVD	548	568	63	55	332	173	125	1019	269	57	1199	86
2 IMPERIAL HWY.	282	539	105	254	287	202	128	248	62	237	1027	736
3 AVIATION BLVD	31	1410	22	30	696	57	40	31	29	26	53	56
4 La CIENEGA BL	212	577	172	176	335	456	87	541	340	311	1673	846
5 CENTURY BLVD.	0	4381	0	0	1603	34	0	0	0	423	78	337
6 CENTURY BLVD.	1211	0	370	0	0	25	4	583	223	0	2065	7
7 IMPERIAL HWY.	73	13	78	39	43	9	33	429	188	363	1355	55
8 SEPULVEDA @ H	0	2985	1048	141	930	0	0	0	0	791	0	137
9 IMPERIAL HWY.	74	289	137	100	191	346	319	206	138	100	896	661
10 IMPERIAL HWY	478	1	569	0	0	4	0	869	212	516	1342	1
11 IMPERIAL HWY	0	1	3	757	0	86	196	322	1	8	381	1405
12 IMPERIAL HWY	104	1800	546	383	2196	10	245	231	65	210	250	436
13 IMPERIAL HWY	55	0	52	406	985	545	0	635	106	247	1000	0
14 IMPERIAL HWY.	1049	0	355	0	0	0	0	307	369	112	1088	0
15 IMPERIAL HWY.	605	0	72	0	0	0	0	368	79	0	1453	543
16 La CIENEGA BL	0	1015	95	63	408	27	0	0	0	161	0	270
17 La CIENEGA BL	202	1122	0	0	435	105	43	0	52	0	0	0
18 La CIENEGA BL	0	1817	135	136	395	0	0	0	0	553	0	82
19 La CIENEGA BL	0	907	43	468	507	19	0	0	2	0	0	103
20 La CIENEGA BL	59	1227	155	71	426	0	4	4	54	192	4	77
21 SEPULVEDA BLV	45	1902	99	22	1285	43	72	147	75	322	178	31
22 SEPULVEDA BLV	1998	2191	0	0	1400	26	0	0	1112	0	0	0
23 SEPULVEDA BLV	74	1845	57	100	1039	82	111	252	81	54	638	389
24 WESTCHESTER P	0	1112	433	66	473	0	0	0	0	290	0	57
25 SEPULVEDA BLV	175	2105	24	133	1595	64	15	146	73	179	548	326
26 SEPULVEDA @ 7	66	2031	10	36	1296	207	733	75	77	40	112	365
27 SEPULVEDA BLV	139	2221	28	34	1210	187	168	92	146	45	205	122
28 SEPULVEDA BLV	39	2089	18	28	1247	35	71	65	43	24	122	150
29 La CIENEGA BL	374	954	11	12	453	83	19	0	76	6	0	13

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Study Area Intersection Volumes

Adjusted Baseline 2016 plus Proj PM Thu Jan 5, 2017 15:24:43

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T2/T3 Primary Lot

Scenario Report

Scenario: Adjusted Baseline 2016 plus Proj PM Peak

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

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Study Area Intersection Volumes

Adjusted Baseline 2016 plus Proj PM Thu Jan 5, 2017 15:24:44

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T2/T3 Primary Lot

Intersection Volume Report Future Volume Alternative

Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
1 AVIATION BLVD	467	543	127	108	505	145	146	2012	467	103	1241	150
2 IMPERIAL HWY.	140	373	241	380	594	127	231	1252	270	167	446	409
3 AVIATION BLVD	13	1004	33	37	1142	68	62	83	24	28	42	63
4 La CIENEGA BL	127	294	562	600	735	348	112	1270	483	90	812	217
5 CENTURY BLVD.	0	3537	0	0	2773	51	0	0	0	479	90	236
6 CENTURY BLVD.	667	0	347	0	0	40	24	1804	567	0	912	14
7 IMPERIAL HWY.	156	23	393	56	32	14	21	1558	151	123	587	34
8 SEPULVEDA @ H	0	1439	669	580	2543	0	0	0	0	637	0	105
9 IMPERIAL HWY.	64	203	695	402	388	266	250	1295	148	42	370	174
10 IMPERIAL HWY	230	0	450	4	1	1	0	1081	395	587	762	2
11 IMPERIAL HWY	0	3	7	929	0	207	153	433	0	1	425	587
12 IMPERIAL HWY	145	1810	1014	688	2412	16	235	383	172	159	355	394
13 IMPERIAL HWY	127	0	255	100	180	183	0	1014	58	36	793	0
14 IMPERIAL HWY.	513	0	209	0	0	0	0	1607	490	146	643	0
15 IMPERIAL HWY.	174	0	291	0	0	0	0	2684	290	0	440	239
16 La CIENEGA BL	0	556	361	318	724	4	0	0	0	71	0	79
17 La CIENEGA BL	53	782	0	0	851	68	115	0	138	0	0	0
18 La CIENEGA BL	0	620	64	199	790	0	0	0	0	873	0	369
19 La CIENEGA BL	0	652	39	360	860	1	0	0	2	0	0	420
20 La CIENEGA BL	53	619	30	67	901	3	0	4	37	231	4	231
21 SEPULVEDA BLV	126	1278	227	118	1750	145	133	361	100	332	270	69
22 SEPULVEDA BLV	1558	2013	0	0	2116	42	0	0	1839	0	0	0
23 SEPULVEDA BLV	171	1356	120	351	1811	279	224	797	132	111	529	207
24 WESTCHESTER P	0	582	334	77	645	0	0	0	0	207	0	111
25 SEPULVEDA BLV	195	1618	76	218	2009	67	64	279	102	269	292	211
26 SEPULVEDA @ 7	66	1666	39	127	1411	332	192	39	54	23	48	36
27 SEPULVEDA BLV	88	1851	34	36	1453	189	116	60	86	29	49	31
28 SEPULVEDA BLV	53	1843	17	42	1497	53	48	43	28	9	30	27
29 La CIENEGA BL	121	579	12	47	788	53	90	3	271	7	1	11

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Study Area Intersection Volumes

Future 2019 w/ Proj-AM Peak

Thu Jan 5, 2017 14:38:24

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T2/T3 Optional Lot

Scenario Report

Scenario: Future 2019 w/ Proj-AM Peak

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

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Study Area Intersection Volumes

Future 2019 w/ Proj-AM Peak

Thu Jan 5, 2017 14:38:25

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T2/T3 Optional Lot

Intersection Volume Report Future Volume Alternative

Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
1 AVIATION BLVD	653	613	67	65	357	183	134	1085	320	61	1398	102
2 IMPERIAL HWY.	320	573	112	305	304	219	136	247	65	251	1244	862
3 AVIATION BLVD	33	1578	24	32	778	61	43	33	31	27	56	59
4 La CIENEGA BL	232	613	182	187	360	484	91	590	357	330	1903	898
5 CENTURY BLVD.	0	4910	0	0	1701	36	0	0	0	451	82	470
6 CENTURY BLVD.	1294	0	393	0	0	26	5	618	253	0	2309	7
7 IMPERIAL HWY.	80	14	83	42	45	10	34	439	200	385	1617	58
8 SEPULVEDA @ H	0	3166	1112	150	1049	0	0	0	0	1051	0	145
9 IMPERIAL HWY.	80	307	145	101	202	369	316	218	167	106	1017	703
10 IMPERIAL HWY	507	1	605	0	0	5	0	1080	225	547	1929	1
11 IMPERIAL HWY	0	1	4	962	0	92	208	341	1	8	404	1996
12 IMPERIAL HWY	129	1945	579	407	2329	11	262	230	69	222	297	617
13 IMPERIAL HWY	61	0	55	431	1046	578	0	658	113	262	1244	0
14 IMPERIAL HWY.	1272	0	370	0	0	0	0	329	408	113	1229	0
15 IMPERIAL HWY.	636	0	76	0	0	0	0	389	79	0	1615	576
16 La CIENEGA BL	0	1084	101	67	437	29	0	0	0	171	0	288
17 La CIENEGA BL	214	1198	0	0	466	112	45	0	55	0	0	0
18 La CIENEGA BL	0	1927	143	144	423	0	0	0	0	586	0	88
19 La CIENEGA BL	0	969	45	493	542	20	0	0	2	0	0	109
20 La CIENEGA BL	34	1310	164	75	456	0	5	0	30	223	0	82
21 SEPULVEDA BLV	48	2017	105	24	1636	45	76	156	80	342	194	33
22 SEPULVEDA BLV	2131	2688	0	0	1486	27	0	0	1180	0	0	0
23 SEPULVEDA BLV	79	1956	61	106	1376	87	118	268	86	57	677	413
24 WESTCHESTER P	0	1180	661	70	502	0	0	0	0	514	0	61
25 SEPULVEDA BLV	550	2232	25	144	1693	341	15	155	77	190	587	346
26 SEPULVEDA @ 7	70	2154	11	38	1648	220	778	80	82	43	119	388
27 SEPULVEDA BLV	148	2355	30	36	1557	199	178	98	155	48	218	130
28 SEPULVEDA BLV	42	2216	19	30	1596	37	75	69	45	25	130	159
29 La CIENEGA BL	397	1019	12	13	485	88	20	0	81	6	0	14

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Study Area Intersection Volumes

Future 2019 w/ Proj-PM Peak

Thu Jan 5, 2017 14:41:49

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T2/T3 Optional Lot

Scenario Report

Scenario: Future 2019 w/ Proj-PM Peak

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

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Study Area Intersection Volumes

Future 2019 w/ Proj-PM Peak

Thu Jan 5, 2017 14:41:50

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T2/T3 Optional Lot

Intersection Volume Report Future Volume Alternative

Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
1 AVIATION BLVD	567	581	135	128	548	153	155	2391	539	110	1319	163
2 IMPERIAL HWY.	151	395	256	456	631	137	250	1485	307	177	463	505
3 AVIATION BLVD	14	1142	35	39	1267	72	66	89	26	30	45	67
4 La CIENEGA BL	135	312	596	637	781	369	119	1490	640	96	867	230
5 CENTURY BLVD.	0	3754	0	0	3424	54	0	0	0	511	96	250
6 CENTURY BLVD.	712	0	368	0	0	42	26	2032	625	0	970	15
7 IMPERIAL HWY.	165	25	417	59	34	15	22	1836	163	131	616	37
8 SEPULVEDA @ H	0	1589	927	616	2704	0	0	0	0	693	0	111
9 IMPERIAL HWY.	68	216	738	421	412	281	243	1427	179	45	418	179
10 IMPERIAL HWY	244	0	478	5	1	1	0	1631	420	623	1027	2
11 IMPERIAL HWY	0	4	7	1470	0	219	163	459	0	1	451	842
12 IMPERIAL HWY	157	1921	1076	891	2610	17	260	434	183	170	369	418
13 IMPERIAL HWY	135	0	270	106	191	195	0	1261	64	38	835	0
14 IMPERIAL HWY.	574	0	216	0	0	0	0	1764	671	149	713	0
15 IMPERIAL HWY.	179	0	309	0	0	0	0	2901	302	0	492	254
16 La CIENEGA BL	0	590	384	338	775	5	0	0	0	76	0	84
17 La CIENEGA BL	57	830	0	0	910	72	122	0	146	0	0	0
18 La CIENEGA BL	0	658	68	211	839	0	0	0	0	926	0	393
19 La CIENEGA BL	0	692	41	504	919	1	0	0	2	0	0	446
20 La CIENEGA BL	28	657	32	77	957	4	0	0	12	265	0	245
21 SEPULVEDA BLV	133	1598	241	125	1879	153	178	394	201	353	287	73
22 SEPULVEDA BLV	1653	2136	0	0	2698	45	0	0	1981	0	0	0
23 SEPULVEDA BLV	182	1717	127	373	1944	296	237	846	140	118	562	219
24 WESTCHESTER P	0	617	583	81	684	0	0	0	0	444	0	118
25 SEPULVEDA BLV	207	1717	80	231	2227	93	304	296	466	286	310	231
26 SEPULVEDA @ 7	70	2047	41	135	1520	353	204	41	58	25	51	38
27 SEPULVEDA BLV	93	2244	37	38	1564	201	123	64	91	31	52	33
28 SEPULVEDA BLV	57	2234	18	45	1610	57	51	46	30	9	32	28
29 La CIENEGA BL	129	615	13	50	844	57	96	4	288	7	1	12

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Study Area Intersection Volumes

Adjusted Baseline 2016 plus Proj AM Thu Jan 5, 2017 14:45:58

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T2/T3 Optional Lot

Scenario Report

Scenario: Adjusted Baseline 2016 plus Proj AM-AM Peak

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

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Study Area Intersection Volumes

Adjusted Baseline 2016 plus Proj AM Thu Jan 5, 2017 14:45:58

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T2/T3 Optional Lot

Intersection Volume Report Future Volume Alternative

Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
1 AVIATION BLVD	548	568	63	55	332	173	125	1019	269	57	1199	86
2 IMPERIAL HWY.	282	539	105	254	287	202	128	233	62	237	1012	736
3 AVIATION BLVD	31	1410	22	30	696	57	40	31	29	26	53	56
4 La CIENEGA BL	212	577	172	176	335	456	87	541	340	311	1673	846
5 CENTURY BLVD.	0	4381	0	0	1603	34	0	0	0	423	78	337
6 CENTURY BLVD.	1211	0	370	0	0	25	4	583	223	0	2065	7
7 IMPERIAL HWY.	73	13	78	39	43	9	33	414	188	363	1340	55
8 SEPULVEDA @ H	0	2985	1048	141	930	0	0	0	0	791	0	137
9 IMPERIAL HWY.	74	289	137	95	191	325	298	206	138	100	896	656
10 IMPERIAL HWY	478	1	569	0	0	4	0	869	212	516	1342	1
11 IMPERIAL HWY	0	1	3	757	0	86	196	322	1	8	381	1405
12 IMPERIAL HWY	104	1800	546	383	2196	10	245	216	65	210	235	436
13 IMPERIAL HWY	55	0	52	406	985	545	0	620	106	247	985	0
14 IMPERIAL HWY.	1049	0	349	0	0	0	0	292	369	106	1073	0
15 IMPERIAL HWY.	600	0	72	0	0	0	0	368	74	0	1453	543
16 La CIENEGA BL	0	1015	95	63	408	27	0	0	0	161	0	270
17 La CIENEGA BL	202	1122	0	0	435	105	43	0	52	0	0	0
18 La CIENEGA BL	0	1817	135	136	395	0	0	0	0	553	0	82
19 La CIENEGA BL	0	907	43	468	507	19	0	0	2	0	0	103
20 La CIENEGA BL	33	1227	155	71	426	0	4	0	28	192	0	77
21 SEPULVEDA BLV	45	1902	99	22	1285	43	72	147	75	322	178	31
22 SEPULVEDA BLV	1998	2191	0	0	1400	26	0	0	1112	0	0	0
23 SEPULVEDA BLV	74	1845	57	100	1039	82	111	252	81	54	638	389
24 WESTCHESTER P	0	1112	433	66	473	0	0	0	0	290	0	57
25 SEPULVEDA BLV	175	2105	24	133	1595	64	15	146	73	179	548	326
26 SEPULVEDA @ 7	66	2031	10	36	1296	207	733	75	77	40	112	365
27 SEPULVEDA BLV	139	2221	28	34	1210	187	168	92	146	45	205	122
28 SEPULVEDA BLV	39	2089	18	28	1247	35	71	65	43	24	122	150
29 La CIENEGA BL	374	954	11	12	453	83	19	0	76	6	0	13

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Study Area Intersection Volumes

Adjusted Baseline 2016 plus Proj PM Thu Jan 5, 2017 14:49:28

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T2/T3 Optional Lot

Scenario Report

Scenario: Adjusted Baseline 2016 plus Proj PM Proj-PM Peak

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

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Study Area Intersection Volumes

Adjusted Baseline 2016 plus Proj PM Thu Jan 5, 2017 14:49:28

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T2/T3 Optional Lot

Intersection Volume Report Future Volume Alternative

Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
1 AVIATION BLVD	467	543	127	108	505	145	146	2012	467	103	1241	150
2 IMPERIAL HWY.	140	373	241	380	594	127	231	1237	270	167	431	409
3 AVIATION BLVD	13	1004	33	37	1142	68	62	83	24	28	42	63
4 La CIENEGA BL	127	294	562	600	735	348	112	1270	483	90	812	217
5 CENTURY BLVD.	0	3537	0	0	2773	51	0	0	0	479	90	236
6 CENTURY BLVD.	667	0	347	0	0	40	24	1804	567	0	912	14
7 IMPERIAL HWY.	156	23	393	56	32	14	21	1543	151	123	572	34
8 SEPULVEDA @ H	0	1439	669	580	2543	0	0	0	0	637	0	105
9 IMPERIAL HWY.	64	203	695	397	388	245	229	1295	148	42	370	169
10 IMPERIAL HWY	230	0	450	4	1	1	0	1081	395	587	762	2
11 IMPERIAL HWY	0	3	7	929	0	207	153	433	0	1	425	587
12 IMPERIAL HWY	145	1810	1014	688	2412	16	235	368	172	159	340	394
13 IMPERIAL HWY	127	0	255	100	180	183	0	999	58	36	778	0
14 IMPERIAL HWY.	513	0	203	0	0	0	0	1592	490	140	628	0
15 IMPERIAL HWY.	169	0	291	0	0	0	0	2684	285	0	440	239
16 La CIENEGA BL	0	556	361	318	724	4	0	0	0	71	0	79
17 La CIENEGA BL	53	782	0	0	851	68	115	0	138	0	0	0
18 La CIENEGA BL	0	620	64	199	790	0	0	0	0	873	0	369
19 La CIENEGA BL	0	652	39	360	860	1	0	0	2	0	0	420
20 La CIENEGA BL	27	619	30	67	901	3	0	0	11	231	0	231
21 SEPULVEDA BLV	126	1278	227	118	1750	145	133	361	100	332	270	69
22 SEPULVEDA BLV	1558	2013	0	0	2116	42	0	0	1839	0	0	0
23 SEPULVEDA BLV	171	1356	120	351	1811	279	224	797	132	111	529	207
24 WESTCHESTER P	0	582	334	77	645	0	0	0	0	207	0	111
25 SEPULVEDA BLV	195	1618	76	218	2009	67	64	279	102	269	292	211
26 SEPULVEDA @ 7	66	1666	39	127	1411	332	192	39	54	23	48	36
27 SEPULVEDA BLV	88	1851	34	36	1453	189	116	60	86	29	49	31
28 SEPULVEDA BLV	53	1843	17	42	1497	53	48	43	28	9	30	27
29 La CIENEGA BL	121	579	12	47	788	53	90	3	271	7	1	11

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Study Area Intersection Volumes

Future 2019 w/ Proj w/ Mitigation-AM Peak

Thu Jan 5, 2017 16:38:25

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T2/T3 Primary Lot

Scenario Report

Scenario: Future 2019 w/ Proj w/ Mitigation-AM Peak

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

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Study Area Intersection Volumes

Future 2019 w/ Proj w/ Mitigation-AM Peak

Thu Jan 5, 2017 16:38:25

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T2/T3 Primary Lot

Intersection Volume Report Future Volume Alternative

Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
1 AVIATION BLVD	653	613	67	65	357	183	134	1085	339	61	1398	102
2 IMPERIAL HWY.	320	573	112	323	304	219	136	260	65	251	1257	862
3 AVIATION BLVD	33	1578	24	32	797	61	43	33	31	27	56	59
4 La CIENEGA BL	232	613	182	187	360	484	91	590	357	330	1903	898
5 CENTURY BLVD.	0	4914	0	0	1704	36	0	0	0	433	82	470
6 CENTURY BLVD.	1294	0	393	0	0	26	5	618	253	0	2309	7
7 IMPERIAL HWY.	80	14	83	42	45	10	34	452	200	385	1630	58
8 SEPULVEDA @ H	0	3166	1113	150	1049	0	0	0	0	1051	0	145
9 IMPERIAL HWY.	80	307	145	105	202	387	334	218	167	106	1017	707
10 IMPERIAL HWY	507	1	605	0	0	5	0	1080	225	547	1929	1
11 IMPERIAL HWY	0	1	4	962	0	92	208	341	1	8	404	1996
12 IMPERIAL HWY	129	1945	579	407	2329	11	262	243	69	222	310	617
13 IMPERIAL HWY	61	0	55	431	1046	578	0	671	113	262	1257	0
14 IMPERIAL HWY.	1272	0	375	0	0	0	0	342	427	118	1242	0
15 IMPERIAL HWY.	640	0	76	0	0	0	0	389	83	0	1615	576
16 La CIENEGA BL	0	1084	101	67	437	29	0	0	0	171	0	288
17 La CIENEGA BL	214	1198	0	0	466	112	45	0	55	0	0	0
18 La CIENEGA BL	0	1927	143	144	423	0	0	0	0	586	0	88
19 La CIENEGA BL	0	969	45	493	542	20	0	0	2	0	0	109
20 La CIENEGA BL	56	1310	164	75	456	0	5	4	52	223	4	82
21 SEPULVEDA BLV	48	2017	105	24	1636	45	77	156	83	342	194	33
22 SEPULVEDA BLV	2131	2692	0	0	1489	27	0	0	1180	0	0	0
23 SEPULVEDA BLV	79	1957	61	106	1376	87	118	268	86	57	677	413
24 WESTCHESTER P	0	1180	661	70	502	0	0	0	0	514	0	61
25 SEPULVEDA BLV	554	2232	25	144	1696	341	15	155	77	190	587	346
26 SEPULVEDA @ 7	70	2155	11	38	1648	220	778	80	82	43	119	388
27 SEPULVEDA BLV	148	2356	30	36	1557	199	178	98	155	48	218	130
28 SEPULVEDA BLV	42	2217	19	30	1596	37	75	69	45	25	130	159
29 La CIENEGA BL	397	1019	12	13	485	88	20	0	81	6	0	14

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Study Area Intersection Volumes

Future 2019 w/ Proj w/ Mitigation-AM Peak

Thu Jan 5, 2017 16:41:58

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T2/T3 Optional Lot

Scenario Report

Scenario: Future 2019 w/ Proj w/ Mitigation-AM Peak

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

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Study Area Intersection Volumes

Future 2019 w/ Proj w/ Mitigation-AM Peak

Thu Jan 5, 2017 16:41:59

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T2/T3 Optional Lot

Intersection Volume Report Future Volume Alternative

Node	Intersection	Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
1	AVIATION BLVD	653	613	67	65	357	183	134	1085	339	61	1398	102
2	IMPERIAL HWY.	320	573	112	323	304	219	136	247	65	251	1244	862
3	AVIATION BLVD	33	1578	24	32	797	61	43	33	31	27	56	59
4	La CIENEGA BL	232	613	182	187	360	484	91	590	357	330	1903	898
5	CENTURY BLVD.	0	4910	0	0	1701	36	0	0	0	433	82	470
6	CENTURY BLVD.	1294	0	393	0	0	26	5	618	253	0	2309	7
7	IMPERIAL HWY.	80	14	83	42	45	10	34	439	200	385	1617	58
8	SEPULVEDA @ H	0	3166	1112	150	1049	0	0	0	0	1051	0	145
9	IMPERIAL HWY.	80	307	145	101	202	369	316	218	167	106	1017	703
10	IMPERIAL HWY	507	1	605	0	0	5	0	1080	225	547	1929	1
11	IMPERIAL HWY	0	1	4	962	0	92	208	341	1	8	404	1996
12	IMPERIAL HWY	129	1945	579	407	2329	11	262	230	69	222	297	617
13	IMPERIAL HWY	61	0	55	431	1046	578	0	658	113	262	1244	0
14	IMPERIAL HWY.	1272	0	370	0	0	0	0	329	427	113	1229	0
15	IMPERIAL HWY.	636	0	76	0	0	0	0	389	79	0	1615	576
16	La CIENEGA BL	0	1084	101	67	437	29	0	0	0	171	0	288
17	La CIENEGA BL	214	1198	0	0	466	112	45	0	55	0	0	0
18	La CIENEGA BL	0	1927	143	144	423	0	0	0	0	586	0	88
19	La CIENEGA BL	0	969	45	493	542	20	0	0	2	0	0	109
20	La CIENEGA BL	34	1310	164	75	456	0	5	0	30	223	0	82
21	SEPULVEDA BLV	48	2017	105	24	1636	45	76	156	80	342	194	33
22	SEPULVEDA BLV	2131	2688	0	0	1486	27	0	0	1180	0	0	0
23	SEPULVEDA BLV	79	1956	61	106	1376	87	118	268	86	57	677	413
24	WESTCHESTER P	0	1180	661	70	502	0	0	0	0	514	0	61
25	SEPULVEDA BLV	550	2232	25	144	1693	341	15	155	77	190	587	346
26	SEPULVEDA @ 7	70	2154	11	38	1648	220	778	80	82	43	119	388
27	SEPULVEDA BLV	148	2355	30	36	1557	199	178	98	155	48	218	130
28	SEPULVEDA BLV	42	2216	19	30	1596	37	75	69	45	25	130	159
29	La CIENEGA BL	397	1019	12	13	485	88	20	0	81	6	0	14

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Appendix D.3

Study Area Intersection Capacity Analysis

Appendix D.3
TERMINALS 2 AND 3 MODERNIZATION PROJECT

Study Area Intersection Capacity Analysis

January 2017

Prepared for:

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

Prepared by:

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

Table of Contents

1. Capacity Analysis Results..... 1

TRAFFIX Analysis Reports

Baseline (2016) AM Peak

Baseline (2016) PM Peak

2019 plus Other (Without Project) AM Peak

2019 plus Other (Without Project) PM Peak

Primary 2019 plus Other plus T2/T3 (With Project) AM Peak

Primary 2019 plus Other plus T2/T3 (With Project) PM Peak

Primary Baseline (2016) plus T2/T3 AM Peak

Primary Baseline (2016) plus T2/T3 PM Peak

Optional 2019 plus Other plus T2/T3 (With Project) AM Peak

Optional 2019 plus Other plus T2/T3 (With Project) PM Peak

Optional Baseline (2016) plus T2/T3 AM Peak

Optional Baseline (2016) plus T2/T3 PM Peak

Primary 2019 plus Other plus T2/T3 (With Project) AM Peak – With Mitigation

Optional 2019 plus Other plus T2/T3 (With Project) AM Peak – With Mitigation

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1. CAPACITY ANALYSIS RESULTS

This appendix provides the capacity analysis results for each condition and scenario evaluated in the construction traffic study. The tables included summarize the V/C ratios and level of service results for the two analysis peak hours, a.m. peak hour, and p.m. peak hour, for the Baseline With and Without Project (2016) and the Cumulative Traffic With and Without Project (2019), at both the Primary and Optional Construction Staging Areas (including the V/C and level of service results before and after Mitigation).

TRAFFIX Analysis Reports

Study Area Intersection Capacity Analysis

Adjusted Baseline 2016-AM Tue Dec 27, 2016 11:43:43

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T2/T3 EIR

Scenario Report

Scenario: Adjusted Baseline 2016-AM Peak
Command: Employee AM
Volume: Employee AM
Geometry: Existing geometry
Impact Fee: Default Impact Fee
Trip Generation: AM Peak
Trip Distribution: Trip_am_pm
Paths: Default Paths
Routes: Default Routes
Configuration: Default Configuration

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Study Area Intersection Capacity Analysis

Adjusted Baseline 2016-AM Tue Dec 27, 2016 11:43:44

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T2/T3 EIR

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

Intersection #14 AVIATION BLVD. @ CENTURY BLVD.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.668
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 69 Level Of Service: B

Street Name:	AVIATION BLVD.				CENTURY BLVD.										
Approach:	North Bound		South Bound		East Bound		West Bound								
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Protected		Protected		Protected		Protected								
Rights:	Include		Include		Include		Include								
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	2	0	1	1	0	2	0	2	0	1	1	0	3	1	0

Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.

Base Vol:	548	568	63	55	332	173	123	939	231	57	1199	86
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	548	568	63	55	332	173	123	939	231	57	1199	86
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	548	568	63	55	332	173	123	939	231	57	1199	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	548	568	63	55	332	173	123	939	231	57	1199	86
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	603	568	63	61	332	173	123	939	231	57	1199	86

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.80	0.20	2.00	2.00	1.00	1.00	3.21	0.79	1.00	3.73	0.27
Final Sat.:	2750	2475	275	2750	2750	1375	1375	4414	1086	1375	5132	368

Capacity Analysis Module:

Vol/Sat:	0.22	0.23	0.23	0.02	0.12	0.13	0.09	0.21	0.21	0.04	0.23	0.23
Crit Vol:	301					173	123			321		
Crit Moves:	****					****	****			****		

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Study Area Intersection Capacity Analysis

Adjusted Baseline 2016-AM Tue Dec 27, 2016 11:43:44

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T2/T3 EIR

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

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*****
Intersection #16 IMPERIAL HWY. @ AVIATION BL.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.782
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        105          Level Of Service:          C
*****
Street Name:          AVIATION BL.          IMPERIAL HWY.
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Protected          Protected          Protected          Protected
Rights:                Ovl          Ovl          Include          Ovl
Min. Green:            0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                 2  0  2  0  1          2  0  1  1  1          2  0  2  1  0          2  0  3  0  1
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:              282  539  105  219  284  202  128  233  62  237  1012  736
Growth Adj:            1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:           282  539  105  219  284  202  128  233  62  237  1012  736
User Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:            282  539  105  219  284  202  128  233  62  237  1012  736
Reduct Vol:            0  0  0          0  0  0          0  0  0          0  0  0  0
Reduced Vol:           282  539  105  219  284  202  128  233  62  237  1012  736
PCE Adj:               1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:               1.10 1.00  1.00  1.10 1.00  1.10  1.10 1.00  1.00  1.10 1.00  1.00
Final Vol.:            310  539  105  241  284  222  141  233  62  261  1012  736
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1375 1375  1375  1375 1375  1375 1375  1375  1375 1375 1375
Adjustment:            1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                 2.00 2.00  1.00  2.00 1.68  1.32  2.00 2.37  0.63  2.00 3.00  1.00
Final Sat.:            2750 2750  1375  2750 2314  1811  2750 3258  867  2750 4125  1375
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.11 0.20  0.08  0.09 0.12  0.12  0.05 0.07  0.07  0.09 0.25  0.54
Crit Vol:              270          0          70          736
Crit Moves:           ****          ****          ****          ****
*****

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

Intersection #19 AVIATION BLVD. @ 111TH

Cycle (sec): 100 Critical Vol./Cap. (X): 0.610
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 Level Of Service: B

Street Name:	AVIATION BLVD.				111TH STREET										
Approach:	North Bound		South Bound		East Bound		West Bound								
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Protected		Protected		Protected		Protected								
Rights:	Ovl		Include		Include		Ovl								
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	0	1	0

Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
 Base Vol: 31 1410 22 30 658 57 40 31 29 26 53 56
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 31 1410 22 30 658 57 40 31 29 26 53 56
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 31 1410 22 30 658 57 40 31 29 26 53 56
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 31 1410 22 30 658 57 40 31 29 26 53 56
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Vol.: 31 1410 22 30 658 57 40 31 29 26 53 56

Saturation Flow Module:
 Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 1.97 0.03 1.00 1.84 0.16 1.00 0.52 0.48 1.00 1.00 1.00
 Final Sat.: 1375 2708 42 1375 2531 219 1375 710 665 1375 1375 1375

Capacity Analysis Module:
 Vol/Sat: 0.02 0.52 0.52 0.02 0.26 0.26 0.03 0.04 0.04 0.02 0.04 0.04
 Crit Vol: 716 30 40 53
 Crit Moves: **** **** **** ****

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

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*****
Intersection #36 La CIENEGA BLVD. @ CENTURY BLVD
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.887
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          D
*****
Street Name:          La CIENEGA BLVD.          CENTURY BLVD.
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|
Control:               Prot+Permit          Prot+Permit          Prot+Permit          Prot+Permit
Rights:                Ovl                Ovl                Ovl                Ovl
Min. Green:            0  0  0            0  0  0            0  0  0            0  0  0
Lanes:                 1  0  2  0  2      1  0  2  0  2      1  0  3  0  1      1  0  3  1  0
-----|-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              212  577  172  176  335  456  85  501  302  311  1673  846
Growth Adj:            1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:           212  577  172  176  335  456  85  501  302  311  1673  846
User Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           212  577  172  176  335  456  85  501  302  311  1673  846
Reduct Vol:            0  0  0            0  0  0            0  0  0            0  0  0
Reduced Vol:          212  577  172  176  335  456  85  501  302  311  1673  846
PCE Adj:               1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:               1.00 1.00  1.10  1.00 1.00  1.10  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:            212  577  189  176  335  502  85  501  302  311  1673  846
-----|-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1375 1375  1375  1375 1375  1375 1375  1375  1375 1375 1375  1375
Adjustment:            1.00 1.00  1.00  1.00 1.00  1.00 1.00  1.00  1.00 1.00 1.00  1.00
Lanes:                 1.00 2.00  2.00  1.00 2.00  2.00  1.00 3.00  1.00  1.00 3.00  1.00
Final Sat.:            1375 2750  2750  1375 2750  2750  1375 4125  1375  1375 4125  1375
-----|-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.15 0.21  0.07  0.13 0.12  0.18  0.06 0.12  0.22  0.23 0.41  0.62
Crit Vol:              289            0            85            846
Crit Moves:            ****            ****            ****            ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)
*****
Intersection #38 CENTURY BLVD. @ SEPULVEDA BLVD.
*****
Cycle (sec):      100          Critical Vol./Cap. (X):      0.894
Loss Time (sec):   0 (Y+R = 4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:    136          Level Of Service:      D
*****
Street Name:      SEPULVEDA BLVD.          CENTURY BLVD.
Approach:         North Bound          South Bound          East Bound          West Bound
Movement:         L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|
Control:          Permitted          Permitted          Permitted          Permitted
Rights:           Ignore            Include            Include            Include
Min. Green:       0 0 0            0 0 0            0 0 0            0 0 0
Lanes:            0 0 4 0 1        0 0 4 0 1        0 0 0 0 0        1 1 0 0 2
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:         0 4381          0 1603          34 0 0 0          387 66 327
Growth Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:      0 4381          0 1603          34 0 0 0          387 66 327
User Adj:         1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:          1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:       0 4381          0 1603          34 0 0 0          387 66 327
Reduct Vol:       0 0 0            0 0 0            0 0 0            0 0 0
Reduced Vol:      0 4381          0 1603          34 0 0 0          387 66 327
PCE Adj:          1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:          1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.10
Final Vol.:       0 4381          0 1603          34 0 0 0          426 66 360
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:         1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:            0.00 4.00 1.00 0.00 4.00 1.00 0.00 0.00 0.00 1.73 0.27 2.00
Final Sat.:       0 6000 1500          0 6000 1500          0 0 0          2597 403 3000
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:          0.00 0.73 0.00 0.00 0.27 0.02 0.00 0.00 0.00 0.16 0.16 0.12
Crit Vol:         1095          0                0                246
Crit Moves:       ****          ****            ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)
*****
Intersection #39 CENTURY BLVD. @ 405 N/B RAMP
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.924
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          405 NORTH OFF RAMP          CENTURY BLVD
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:                Permitted          Permitted          Permitted          Permitted
Rights:                 Include          Include          Include          Include
Min. Green:             0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                  2  0  0  0  1    0  0  0  0  1    1  0  2  1  1    0  0  2  1  0
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:   1211  0  370  0  0  25  4  578  188  0  2065  7
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 1211  0  370  0  0  25  4  578  188  0  2065  7
User Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 1211  0  370  0  0  25  4  578  188  0  2065  7
Reduct Vol:  0  0  0  0  0  0  0  0  0  0  0  0
Reduced Vol: 1211  0  370  0  0  25  4  578  188  0  2065  7
PCE Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:    1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00 1.00
Final Vol.: 1332  0  370  0  0  25  4  578  207  0  2065  7
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:    1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:       2.00 0.00 1.00 0.00 0.00 1.00 1.00 2.95 1.05 0.00 2.99 0.01
Final Sat.: 3000  0 1500  0  0 1500 1500 4419 1581  0 4485  15
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:     0.44 0.00 0.25 0.00 0.00 0.02 0.00 0.13 0.13 0.00 0.46 0.46
Crit Vol:    666          25  4          691
Crit Moves:  ****          ****  ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)
*****
Intersection #47 IMPERIAL HWY. @ DOUGLAS ST.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.463
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        42          Level Of Service:          A
*****
Street Name:          DOUGLAS STREET          IMPERIAL HWY.
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|-----|
Control:              Split Phase          Split Phase          Protected          Protected
Rights:               Include          Include          Include          Include
Min. Green:           0 0 0          0 0 0          0 0 0          0 0 0
Lanes:                1 0 1 0 2          1 0 1! 0 1          1 0 2 1 0          2 0 2 1 0
-----|-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:             73 13 78          39 43 9          33 414 188          363 1340 55
Growth Adj:           1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:          73 13 78          39 43 9          33 414 188          363 1340 55
User Adj:             1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Volume:           73 13 78          39 43 9          33 414 188          363 1340 55
Reduct Vol:           0 0 0          0 0 0          0 0 0          0 0 0
Reduced Vol:          73 13 78          39 43 9          33 414 188          363 1340 55
PCE Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.10          1.10 1.00 1.10          1.00 1.00 1.00          1.10 1.00 1.00
Final Vol.:           73 13 86          43 43 10          33 414 188          399 1340 55
-----|-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375 1375          1375 1375 1375          1375 1375 1375          1375 1375 1375
Adjustment:           1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Lanes:                1.00 1.00 2.00          1.34 0.66 1.00          1.00 2.06 0.94          2.00 2.88 0.12
Final Sat.:           1375 1375 2750          1847 903 1375          1375 2837 1288          2750 3962 163
-----|-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.05 0.01 0.03          0.02 0.05 0.01          0.02 0.15 0.15          0.15 0.34 0.34
Crit Vol:             73          65          33          465
Crit Moves:          ****          ****          ****          ****
*****

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

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*****
Intersection #65 SEPULVEDA @ H. HUGHES PARKWAY
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.741
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        56          Level Of Service:          C
*****
Street Name:          Sepulveda Boulevard          H. Hughes Parkway
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Ignore          Include          Include          Include
Min. Green:           0 0 0          0 0 0          0 0 0          0 0 0
Lanes:                0 0 4 0 1          2 0 3 0 0          0 0 0 0 0          3 0 0 0 1
-----|-----|-----|-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             0 2975 1048 141 930 0 0 0 0 791 0 137
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          0 2975 1048 141 930 0 0 0 0 791 0 137
User Adj:             1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           0 2975 0 141 930 0 0 0 0 791 0 137
Reduct Vol:           0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:          0 2975 0 141 930 0 0 0 0 791 0 137
PCE Adj:              1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 0.00 1.10 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00
Final Vol.:           0 2975 0 155 930 0 0 0 0 870 0 137
-----|-----|-----|-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                0.00 4.00 1.00 2.00 3.00 0.00 0.00 0.00 0.00 3.00 0.00 1.00
Final Sat.:           0 6000 1500 3000 4500 0 0 0 0 4500 0 1500
-----|-----|-----|-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.50 0.00 0.05 0.21 0.00 0.00 0.00 0.00 0.19 0.00 0.09
Crit Vol:              744          78          0          290
Crit Moves:           ****          ****          ****
*****

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

Intersection #67 IMPERIAL HWY. @ La CIENEGA BLVD.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.544
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: A

Street Name: La CIENEGA BLVD. IMPERIAL HWY.
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
-----|-----|-----|-----|-----|
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 1 1 1 2 0 1 1 1 2 0 3 0 2
-----|-----|-----|-----|-----|

Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol: 74 289 137 95 191 325 298 198 138 100 896 656
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 74 289 137 95 191 325 298 198 138 100 896 656
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 74 289 137 95 191 325 298 198 138 100 896 656
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 74 289 137 95 191 325 298 198 138 100 896 656
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.10 1.00 1.10 1.10 1.00 1.10 1.10 1.00 1.10 1.10 1.00 1.10
Final Vol.: 81 289 151 104 191 358 328 198 152 110 896 722
-----|-----|-----|-----|-----|

Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 1.97 1.03 2.00 1.04 1.96 2.00 3.00 2.00 2.00 3.00 2.00
Final Sat.: 2750 2711 1414 2750 1436 2689 2750 4125 2750 2750 4125 2750
-----|-----|-----|-----|-----|

Capacity Analysis Module:
Vol/Sat: 0.03 0.11 0.11 0.04 0.13 0.13 0.12 0.05 0.06 0.04 0.22 0.26
Crit Vol: 41 183 164 361
Crit Moves: **** **** **** ****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)
*****
Intersection #68 IMPERIAL HWY @MAIN STREET
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.686
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        59          Level Of Service:          B
*****
Street Name:          MAIN STREET          IMPERIAL HWY
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:            L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Split Phase          Split Phase          Permitted          Protected
Rights:               Ignore              Include              Include              Include
Min. Green:           0 0 0              0 0 0              0 0 0              0 0 0
Lanes:                1 1 0 0 1          0 0 0 0 1          1 0 2 0 1          2 0 2 0 1
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:             478 1 569          0 0 4          0 854 212 516 1327 1
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          478 1 569          0 0 4          0 854 212 516 1327 1
User Adj:             1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           478 1 0          0 0 4          0 854 212 516 1327 1
Reduct Vol:           0 0 0          0 0 0          0 0 0          0 0 0
Reduced Vol:          478 1 0          0 0 4          0 854 212 516 1327 1
PCE Adj:              1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.10 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00
Final Vol.:           526 1 0          0 0 4          0 854 212 568 1327 1
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                1.99 0.01 1.00 0.00 0.00 1.00 1.00 2.00 1.00 2.00 2.00 1.00
Final Sat.:           2845 5 1425 0 0 1425 1425 2850 1425 2850 2850 1425
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.18 0.18 0.00 0.00 0.00 0.00 0.00 0.30 0.15 0.20 0.47 0.00
Crit Vol:             263          4          427          284
Crit Moves:          ****          ****          ****          ****
*****

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

Intersection #69 IMPERIAL HWY @ PERSHING DR.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.499
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Street Name:	PERSHING DR./HYPERION DWY.				IMPERIAL HWY														
Approach:	North Bound		South Bound		East Bound		West Bound												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R							
Control:	Split Phase		Split Phase		Protected		Permitted												
Rights:	Include		Include		Include		Ovl												
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0							
Lanes:	0	0	1	0	2	0	0	0	1	2	0	1	1	0	1	0	2	0	2

Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M

Base Vol:	0	1	3	742	0	86	196	322	1	8	381	1390
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1	3	742	0	86	196	322	1	8	381	1390
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1	3	742	0	86	196	322	1	8	381	1390
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1	3	742	0	86	196	322	1	8	381	1390
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.10
Final Vol.:	0	1	3	816	0	86	216	322	1	8	381	1529

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.25	0.75	2.00	0.00	1.00	2.00	1.99	0.01	1.00	2.00	2.00
Final Sat.:	0	356	1069	2850	0	1425	2850	2841	9	1425	2850	2850

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.29	0.00	0.06	0.08	0.11	0.11	0.01	0.13	0.54
Crit Vol:	4			408			108			191		
Crit Moves:	****			****			****			****		

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

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*****
Intersection #71 IMPERIAL HWY @ SEPULVEDA BL.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          1.004
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          SEPULVEDA BL.          IMPERIAL HWY
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Protected          Protected          Protected          Protected
Rights:               Include          Include          Include          Include
Min. Green:           0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                1  0  3  0  1          2  0  3  1  0          2  0  3  0  1          2  0  3  0  1
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:             104 1800  546  382 2188  10  245 216  65  210 235  436
Growth Adj:           1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
Initial Bse:           104 1800  546  382 2188  10  245 216  65  210 235  436
User Adj:              1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Volume:           104 1800  546  382 2188  10  245 216  65  210 235  436
Reduct Vol:            0  0  0          0  0  0          0  0  0          0  0  0
Reduced Vol:          104 1800  546  382 2188  10  245 216  65  210 235  436
PCE Adj:               1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
MLF Adj:               1.00 1.00  1.00  1.10 1.00  1.00  1.10 1.00  1.00  1.10 1.00  1.00
Final Vol.:           104 1800  546  420 2188  10  270 216  65  231 235  436
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375  1375  1375 1375  1375 1375  1375  1375 1375  1375
Adjustment:           1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
Lanes:                1.00 3.00  1.00  2.00 3.98  0.02  2.00 3.00  1.00  2.00 3.00  1.00
Final Sat.:           1375 4125  1375  2750 5475  25  2750 4125  1375  2750 4125  1375
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.08 0.44  0.40  0.15 0.40  0.40  0.10 0.05  0.05  0.08 0.06  0.32
Crit Vol:              600          210          135          436
Crit Moves:           ****          ****          ****          ****
*****

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

Intersection #73 IMPERIAL HWY @ NASH ST.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.684
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 59 Level Of Service: B

FWY 105 OFF RAMP/ NASH STREET				IMPERIAL HWY.			
North Bound		South Bound		East Bound		West Bound	
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Split Phase	Split Phase	Permitted	Protected			
Rights:	Include	Include	Include	Include			
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 0 0 2	1 1 0 1 1	0 0 2 1 0	2 0 3 0 0			

Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M

Base Vol:	55	0	52	406	985	545	0	620	106	247	985	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	55	0	52	406	985	545	0	620	106	247	985	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	55	0	52	406	985	545	0	620	106	247	985	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	0	52	406	985	545	0	620	106	247	985	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.10	1.10	1.00	1.10	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	55	0	57	447	985	600	0	620	106	272	985	0

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	2.00	1.00	1.82	1.18	0.00	2.56	0.44	2.00	3.00	0.00
Final Sat.:	1425	0	2850	1425	2589	1686	0	3651	624	2850	4275	0

Capacity Analysis Module:

Vol/Sat:	0.04	0.00	0.02	0.31	0.38	0.36	0.00	0.17	0.17	0.10	0.23	0.00
Crit Vol:	55			542				242		136		
Crit Moves:	****			****				****		****		

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

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*****
Intersection #74 IMPERIAL HWY. @ 105 RAMP
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.881
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        156          Level Of Service:          D
*****
Street Name:          / 105 RAMP          IMPERIAL HWY.
Approach:             North Bound        South Bound        East Bound        West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|-----|-----|
Control:              Split Phase        Split Phase        Permitted          Protected
Rights:               Ovl              Ovl              Include            Include
Min. Green:           0  0  0           0  0  0           0  0  0           0  0  0
Lanes:                2  0  0  0  2     0  0  0  0  0     0  0  2  1  1     2  0  2  0  0
-----|-----|-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:             1049  0  349  0  0  0  0  284  343  106 1073  0
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          1049  0  349  0  0  0  0  284  343  106 1073  0
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           1049  0  349  0  0  0  0  284  343  106 1073  0
Reduct Vol:           0  0  0  0  0  0  0  0  0  0  0  0
Reduced Vol:          1049  0  349  0  0  0  0  284  343  106 1073  0
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.10 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.10 1.10 1.00
Final Vol.:           1154  0  384  0  0  0  0  284  377  117 1073  0
-----|-----|-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                2.00 0.00 2.00 0.00 0.00 0.00 0.00 2.00 2.00 2.00 2.00 0.00
Final Sat.:           2850  0  2850  0  0  0  0  2850  2850  2850 2850  0
-----|-----|-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.40 0.00 0.13 0.00 0.00 0.00 0.00 0.10 0.13 0.04 0.38 0.00
Crit Vol:             577 0 0 0 0 0 0 142 0 537
Crit Moves:          **** 0 0 0 0 **** 0 ****
*****

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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):      0.597
Loss Time (sec):  0 (Y+R = 4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:    46          Level Of Service:      A
*****
Street Name:      405 NORTH RAMP          IMPERIAL HWY
Approach:         North Bound          South Bound          East Bound          West Bound
Movement:         L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:          Split Phase          Split Phase          Permitted          Permitted
Rights:           Include          Include          Ignore          Ignore
Min. Green:       0 0 0          0 0 0          0 0 0          0 0 0
Lanes:            1 0 1! 0 0          0 0 0 0 0          0 0 2 1 1          0 0 2 1 1
-----|-----|-----|-----|-----|
Volume Module:   >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:        600 0 72          0 0 0          0 360 74          0 1453 543
Growth Adj:      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
Initial Bse:     600 0 72          0 0 0          0 360 74          0 1453 543
User Adj:        1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 0.00      1.00 1.00 0.00
PHF Adj:         1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 0.00      1.00 1.00 0.00
PHF Volume:      600 0 72          0 0 0          0 360 0          0 1453 0
Reduct Vol:      0 0 0          0 0 0          0 0 0          0 0 0
Reduced Vol:     600 0 72          0 0 0          0 360 0          0 1453 0
PCE Adj:         1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 0.00      1.00 1.00 0.00
MLF Adj:         1.10 1.00 1.00      1.00 1.00 1.00      1.00 1.00 0.00      1.00 1.00 0.00
Final Vol.:      660 0 72          0 0 0          0 360 0          0 1453 0
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:        1425 1425 1425      1425 1425 1425      1425 1425 1425      1425 1425 1425
Adjustment:      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
Lanes:           1.80 0.00 0.20      0.00 0.00 0.00      0.00 3.00 1.00      0.00 3.00 1.00
Final Sat.:      2570 0 280          0 0 0          0 4275 1425          0 4275 1425
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:         0.26 0.00 0.26      0.00 0.00 0.00      0.00 0.08 0.00      0.00 0.34 0.00
Crit Vol:        366          0          0          484
Crit Moves:      ****          ****          ****
*****

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

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*****
Intersection #89 La CIENEGA BLVD. @ LENNOX BLVD
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.623
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        49          Level Of Service:          B
*****
Street Name:          La CIENEGA BLVD.          LENNOX BLVD
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|
Control:              Permitted          Permit+Prot          Split Phase          Split Phase
Rights:               Include          Include          Include          Include
Min. Green:           0  0  1  1  0          0  0  0  0          0  0  0  0          0  0  0  0
Lanes:                0  0  1  1  0          1  0  2  1  0          0  0  0  0  0          1  1  0  0  1
-----|-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:             0 1015  95  63 408  27  0  0  0  161  0  270
Growth Adj:           1.00 1.00  1.00  1.00 1.00  1.00 1.00  1.00  1.00 1.00 1.00  1.00
Initial Bse:          0 1015  95  63 408  27  0  0  0  161  0  270
User Adj:             1.00 1.00  1.00  1.00 1.00  1.00 1.00  1.00  1.00 1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00  1.00 1.00  1.00 1.00  1.00  1.00 1.00 1.00  1.00
PHF Volume:           0 1015  95  63 408  27  0  0  0  161  0  270
Reduct Vol:           0  0  0  0  0  0  0  0  0  0  0  0
Reduced Vol:          0 1015  95  63 408  27  0  0  0  161  0  270
PCE Adj:              1.00 1.00  1.00  1.00 1.00  1.00 1.00  1.00  1.00 1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00  1.00 1.00  1.00 1.00  1.00  1.10 1.00 1.00  1.00
Final Vol.:           0 1015  95  63 408  27  0  0  0  177  0  270
-----|-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425  1425 1425  1425 1425  1425  1425 1425 1425  1425
Adjustment:           1.00 1.00  1.00  1.00 1.00  1.00 1.00  1.00  1.00 1.00 1.00  1.00
Lanes:                0.00 1.83  0.17  1.00 2.81  0.19  0.00 0.00  0.00  2.00 0.00  1.00
Final Sat.:           0 2606  244  1425 4010  265  0  0  0  2850  0  1425
-----|-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.39  0.39  0.04 0.10  0.10  0.00 0.00  0.00  0.06 0.00  0.19
Crit Vol:             555          63          0          270
Crit Moves:           ****          ****          ****
*****

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

Intersection #94 La CIENEGA BLVD. @ 111TH STREET

Cycle (sec): 100 Critical Vol./Cap. (X): 0.430
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Street Name: La CIENEGA BLVD. / 111TH STREET
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Split Phase Split Phase
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 0 0 0 2 1 0 2 0 0 0 1 0 0 0 0 0

Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol: 202 1122 0 0 435 105 43 0 52 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 202 1122 0 0 435 105 43 0 52 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 202 1122 0 0 435 105 43 0 52 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 202 1122 0 0 435 105 43 0 52 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00
Final Vol.: 202 1122 0 0 435 105 47 0 52 0 0 0

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 0.00 0.00 2.42 0.58 2.00 0.00 1.00 0.00 0.00 0.00
Final Sat.: 1425 2850 0 0 3444 831 2850 0 1425 0 0 0

Capacity Analysis Module:
Vol/Sat: 0.14 0.39 0.00 0.00 0.13 0.13 0.02 0.00 0.04 0.00 0.00 0.00
Crit Vol: 561 0 52 0
Crit Moves: **** **** ****

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

```

*****
Intersection #96 La CIENEGA BLVD. @ 405 S/B RAPM
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.974
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          La CIENEGA BLVD.          405 N/B RAPM
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:                Permitted          Permitted          Split Phase          Split Phase
Rights:                  Ovl          Include          Include          Include
Min. Green:              0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                   0  0  1  1  1          1  0  2  0  0          0  0  0  0  0          1  0  1!  0  0
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:                0 1815 135 136 395 0 0 0 0 553 0 82
Growth Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:              0 1815 135 136 395 0 0 0 0 553 0 82
User Adj:                 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:                  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:               0 1815 135 136 395 0 0 0 0 553 0 82
Reduct Vol:               0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:              0 1815 135 136 395 0 0 0 0 553 0 82
PCE Adj:                  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:                  1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00
Final Vol.:               0 1815 149 136 395 0 0 0 0 608 0 82
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:                1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                    0.00 2.00 1.00 1.00 2.00 0.00 0.00 0.00 0.00 1.76 0.00 0.24
Final Sat.:               0 2850 1425 1425 2850 0 0 0 0 2511 0 339
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:                 0.00 0.64 0.10 0.10 0.14 0.00 0.00 0.00 0.00 0.24 0.00 0.24
Crit Vol:                  907          136          0          345
Crit Moves:                ****          ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)
*****
Intersection #97 La CIENEGA BLVD. @ 405 S/B RAMP
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.519
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        47          Level Of Service:          A
*****
Street Name:          La CIENEGA BLVD.          405 S/B RAMP
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Protected          Protected          Split Phase          Split Phase
Rights:               Include          Include          Include          Ovl
Min. Green:           0 0 0          0 0 0          0 0 0          0 0 0
Lanes:                0 0 1 1 0          2 0 1 1 0          0 0 0 0 1          0 0 0 0 2
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             0 907          43 430 507          19 0 0          2 0 0 103
Growth Adj:           1.00 1.00          1.00 1.00 1.00          1.00 1.00          1.00 1.00 1.00
Initial Bse:          0 907          43 430 507          19 0 0          2 0 0 103
User Adj:             1.00 1.00          1.00 1.00 1.00          1.00 1.00          1.00 1.00 1.00
PHF Adj:              1.00 1.00          1.00 1.00 1.00          1.00 1.00          1.00 1.00 1.00
PHF Volume:           0 907          43 430 507          19 0 0          2 0 0 103
Reduct Vol:           0 0          0 0 0          0 0 0          0 0 0 0
Reduced Vol:          0 907          43 430 507          19 0 0          2 0 0 103
PCE Adj:              1.00 1.00          1.00 1.00 1.00          1.00 1.00          1.00 1.00 1.00
MLF Adj:              1.00 1.00          1.00 1.10 1.00          1.00 1.00          1.00 1.00 1.10
Final Vol.:           0 907          43 473 507          19 0 0          2 0 0 113
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375          1375 1375 1375          1375 1375          1375 1375 1375
Adjustment:           1.00 1.00          1.00 1.00 1.00          1.00 1.00          1.00 1.00 1.00
Lanes:                0.00 1.91          0.09 2.00 1.93          0.07 0.00 0.00          1.00 0.00 0.00 2.00
Final Sat.:           0 2626          124 2750 2651          99 0 0          1375 0 0 2750
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.35          0.35 0.17 0.19          0.19 0.00 0.00          0.00 0.00 0.00 0.04
Crit Vol:             475          236          2          0
Crit Moves:           ****          ****          ****          ****
*****

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

```

*****
Intersection #98 La CIENEGA BLVD. @ 405 S/B RAMP
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.577
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        44          Level Of Service:          A
*****
Street Name:          La CIENEGA BLVD.          405 S/B RAMP
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Split Phase          Split Phase
Rights:               Include          Include          Include          Include
Min. Green:           0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                1  0  2  0  1          1  0  2  1  0          0  0  1!  0  0          2  0  0  0  1
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:             33 1227 155 71 426 0 4 0 28 192 0 77
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          33 1227 155 71 426 0 4 0 28 192 0 77
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           33 1227 155 71 426 0 4 0 28 192 0 77
Reduct Vol:           0  0  0          0  0  0          0  0  0          0  0  0
Reduced Vol:          33 1227 155 71 426 0 4 0 28 192 0 77
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00
Final Vol.:           33 1227 155 71 426 0 4 0 28 211 0 77
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                1.00 2.00 1.00 1.00 3.00 0.00 0.12 0.00 0.88 2.00 0.00 1.00
Final Sat.:           1425 2850 1425 1425 4275 0 178 0 1247 2850 0 1425
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.02 0.43 0.11 0.05 0.10 0.00 0.02 0.00 0.02 0.07 0.00 0.05
Crit Vol:              614          71          32 106
Crit Moves:           ****          ****          **** ****
*****

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

 Intersection #101 SEPULVEDA BLVD. @ LA TIJERA BLVD.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.762
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 96 Level Of Service: C

Street Name:	Sepulveda Boulevard						La Tijera Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	3	0	1	1	1	0	2	0	1	1

Volume Module:

Base Vol:	45	1892	99	22	1285	43	72	147	75	322	178	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	1892	99	22	1285	43	72	147	75	322	178	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	1892	99	22	1285	43	72	147	75	322	178	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	1892	99	22	1285	43	72	147	75	322	178	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	45	1892	99	22	1285	43	72	147	75	322	178	31

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	1.70	0.30
Final Sat.:	1375	4125	1375	1375	4125	1375	1375	2750	1375	1375	2342	408

Capacity Analysis Module:

Vol/Sat:	0.03	0.46	0.07	0.02	0.31	0.03	0.05	0.05	0.05	0.23	0.08	0.08
Crit Vol:	631			22			74			322		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)
*****
Intersection #108 SEPULVEDA BLVD. @ LINCOLN BLVD.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.850
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        124          Level Of Service:          D
*****
Street Name:          SEPULVEDA BOULEVARD          LINCOLN BOULEVARD
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Protected          Permitted          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0 0 0          0 0 0          0 0 0          0 0 0
Lanes:                 4 0 2 1 0          0 0 3 1 0          0 0 0 0 4          0 0 1! 0 0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              1998 2181          0 0 1400 26          0 0 1112          0 0 0
Growth Adj:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:           1998 2181          0 0 1400 26          0 0 1112          0 0 0
User Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           1998 2181          0 0 1400 26          0 0 1112          0 0 0
Reduct Vol:            0 0 0          0 0 0 0          0 0 0 0          0 0 0
Reduced Vol:          1998 2181          0 0 1400 26          0 0 1112          0 0 0
PCE Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:               1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00 1.00
Final Vol.:           2198 2181          0 0 1400 26          0 0 1223          0 0 0
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                 4.00 3.00 0.00 0.00 3.93 0.07 0.00 0.00 4.00 0.00 1.00 0.00
Final Sat.:           5700 4275          0 0 5596 104          0 0 5700          0 1425 0
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.39 0.51 0.00 0.00 0.25 0.25 0.00 0.00 0.21 0.00 0.00 0.00
Crit Vol:              549          357          306 0
Crit Moves:           ****          ****          ****
*****

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

Intersection #114 SEPULVEDA BLVD. @ MANCHESTER AVE.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.935
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	Sepulveda Boulevard				Manchester Avenue															
Approach:	North Bound		South Bound		East Bound		West Bound													
Movement:	L	T	R	L	T	R	L	T	R	L	T	R								
Control:	Prot+Permit		Prot+Permit		Protected		Prot+Permit													
Rights:	Ovl		Ovl		Ovl		Ovl													
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0								
Lanes:	1	0	3	0	1	1	0	3	0	1	2	0	2	0	1	1	0	1	1	0

Volume Module:

Base Vol:	74	1835	57	100	1039	82	111	252	81	54	638	389
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	74	1835	57	100	1039	82	111	252	81	54	638	389
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	74	1835	57	100	1039	82	111	252	81	54	638	389
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	1835	57	100	1039	82	111	252	81	54	638	389
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
Final Vol.:	74	1835	57	100	1039	82	122	252	81	54	638	389

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	2.00	1.00	1.00	1.24	0.76
Final Sat.:	1375	4125	1375	1375	4125	1375	2750	2750	1375	1375	1708	1042

Capacity Analysis Module:

Vol/Sat:	0.05	0.44	0.04	0.07	0.25	0.06	0.04	0.09	0.06	0.04	0.37	0.37
Crit Vol:	612		100		61		514					
Crit Moves:	****		****		****		****					

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)
*****
Intersection #123 WESTCHESTER PARKWAY @ PERSHING DRIVE
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.543
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        41          Level Of Service:          A
*****
Street Name:          Pershing Drive          Westchester Parkway
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:                Permitted          Protected          Permitted          Permitted
Rights:                  Include          Include          Include          Include
Min. Green:              0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                   0  0  2  0  1          1  0  2  0  0          0  0  0  0  0          2  0  0  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:                0 1112  418          66 473  0          0  0  0          275  0  57
Growth Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:              0 1112  418          66 473  0          0  0  0          275  0  57
User Adj:                1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:                 1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:              0 1112  418          66 473  0          0  0  0          275  0  57
Reduct Vol:              0  0  0          0  0  0          0  0  0          0  0  0
Reduced Vol:             0 1112  418          66 473  0          0  0  0          275  0  57
PCE Adj:                 1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:                 1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.10 1.00  1.00
Final Vol.:              0 1112  418          66 473  0          0  0  0          303  0  57
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:                1425 1425  1425          1425 1425  1425          1425 1425  1425          1425 1425  1425
Adjustment:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                   0.00 2.00  1.00          1.00 2.00  0.00          0.00 0.00  0.00          2.00 0.00  1.00
Final Sat.:              0 2850  1425          1425 2850  0          0  0  0          2850  0  1425
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:                 0.00 0.39  0.29          0.05 0.17  0.00          0.00 0.00  0.00          0.11 0.00  0.04
Crit Vol:                 556          66          0          151
Crit Moves:              ****          ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)
*****
Intersection #135 SEPULVEDA BLVD. @ WESTCHESTER PARKWAY
*****
Cycle (sec):          100           Critical Vol./Cap. (X):          0.933
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        180           Level Of Service:              E
*****
Street Name:          Sepulveda Boulevard           Westchester Parkway
Approach:              North Bound           South Bound           East Bound           West Bound
Movement:              L - T - R           L - T - R           L - T - R           L - T - R
-----|-----|-----|-----|-----|
Control:               Prot+Permit           Prot+Permit           Prot+Permit           Prot+Permit
Rights:                Include              Include              Include              Include
Min. Green:            0   0   0           0   0   0           0   0   0           0   0   0
Lanes:                 1 0 3 0 1           1 0 3 0 1           1 0 1 1 0           1 0 1 1 0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              175 2095           24   133 1595           64   15 146           73   179 548           326
Growth Adj:            1.00 1.00           1.00 1.00 1.00           1.00 1.00 1.00           1.00 1.00 1.00           1.00
Initial Bse:           175 2095           24   133 1595           64   15 146           73   179 548           326
User Adj:              1.00 1.00           1.00 1.00 1.00           1.00 1.00 1.00           1.00 1.00 1.00           1.00
PHF Adj:               1.00 1.00           1.00 1.00 1.00           1.00 1.00 1.00           1.00 1.00 1.00           1.00
PHF Volume:            175 2095           24   133 1595           64   15 146           73   179 548           326
Reduct Vol:            0   0   0           0   0   0           0   0   0           0   0   0           0
Reduced Vol:           175 2095           24   133 1595           64   15 146           73   179 548           326
PCE Adj:               1.00 1.00           1.00 1.00 1.00           1.00 1.00 1.00           1.00 1.00 1.00           1.00
MLF Adj:               1.00 1.00           1.00 1.00 1.00           1.00 1.00 1.00           1.00 1.00 1.00           1.00
Final Vol.:            175 2095           24   133 1595           64   15 146           73   179 548           326
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1375 1375           1375 1375 1375           1375 1375 1375           1375 1375 1375
Adjustment:            1.00 1.00           1.00 1.00 1.00           1.00 1.00 1.00           1.00 1.00 1.00
Lanes:                 1.00 3.00           1.00 1.00 3.00           1.00 1.33 0.67           1.00 1.25 0.75
Final Sat.:            1375 4125           1375 1375 4125           1375 1833 917           1375 1724 1026
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.13 0.51           0.02 0.10 0.39           0.05 0.01 0.08           0.08 0.13 0.32           0.32
Crit Vol:               698                133                    15                    437
Crit Moves:            ****                ****                    ****                    ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)
*****
Intersection #136 SEPULVEDA @ 76th/77th STREET
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.985
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          Sepulveda Boulevard          76th/77th Street
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|
Control:                Permitted          Permitted          Permitted          Permitted
Rights:                 Include          Include          Include          Include
Min. Green:             0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                  1  0  3  0  1      1  0  3  0  1      2  0  1  0  1      1  0  1  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:               66 2021   10   36 1296   207   733  75   77   40 112   365
Growth Adj:             1.00 1.00   1.00  1.00 1.00   1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:            66 2021   10   36 1296   207   733  75   77   40 112   365
User Adj:               1.00 1.00   1.00  1.00 1.00   1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:                1.00 1.00   1.00  1.00 1.00   1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:            66 2021   10   36 1296   207   733  75   77   40 112   365
Reduct Vol:             0  0  0          0  0  0          0  0  0          0  0  0
Reduced Vol:           66 2021   10   36 1296   207   733  75   77   40 112   365
PCE Adj:                1.00 1.00   1.00  1.00 1.00   1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:                1.00 1.00   1.00  1.00 1.00   1.10 1.00 1.00  1.00 1.00 1.00
Final Vol.:            66 2021   10   36 1296   207   806  75   77   40 112   365
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1500 1500 1500  1500 1500 1500  1500 1500 1500  1500 1500 1500
Adjustment:            1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:                 1.00 3.00 1.00  1.00 3.00 1.00  2.00 1.00 1.00  1.00 1.00 1.00
Final Sat.:           1500 4500 1500  1500 4500 1500  3000 1500 1500  1500 1500 1500
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.04 0.45 0.01  0.02 0.29 0.14  0.27 0.05 0.05  0.03 0.07 0.24
Crit Vol:               674          36          403          365
Crit Moves:            ****          ****          ****          ****
*****

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

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

Cycle (sec): 100 Critical Vol./Cap. (X): 0.850
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 96 Level Of Service: D

Street Name:	Sepulveda Boulevard						79th/80th Street													
Approach:	North Bound			South Bound			East Bound			West Bound										
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Permitted			Permitted			Permitted			Permitted										
Rights:	Include			Include			Include			Include										
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
Lanes:	1	0	2	1	0	1	0	3	0	1	1	0	1	0	1	1	0	0	1	0

Volume Module:

Base Vol:	139	2211	28	34	1210	187	168	92	146	45	205	122
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	139	2211	28	34	1210	187	168	92	146	45	205	122
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	139	2211	28	34	1210	187	168	92	146	45	205	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	139	2211	28	34	1210	187	168	92	146	45	205	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	139	2211	28	34	1210	187	168	92	146	45	205	122

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.96	0.04	1.00	3.00	1.00	1.00	1.00	1.00	1.00	0.63	0.37
Final Sat.:	1500	4444	56	1500	4500	1500	1500	1500	1500	1500	940	560

Capacity Analysis Module:

Vol/Sat:	0.09	0.50	0.50	0.02	0.27	0.12	0.11	0.06	0.10	0.03	0.22	0.22
Crit Vol:	746			34			168			327		
Crit Moves:	****			****			****			****		

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

```

*****
Intersection #138 SEPULVEDA BLVD. @ 83rd STREET
*****
Cycle (sec):          100          Critical Vol./Cap. (X):      0.713
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        50          Level Of Service:          C
*****
Street Name:          Sepulveda Boulevard          83rd Street
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                1  0  2  1  0      1  0  2  1  0      0  0  1!  0  0      1  0  0  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             39 2079      18   28 1247      35   71  65  43   24 122  150
Growth Adj:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:          39 2079      18   28 1247      35   71  65  43   24 122  150
User Adj:             1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           39 2079      18   28 1247      35   71  65  43   24 122  150
Reduct Vol:           0  0  0          0  0  0          0  0  0          0  0  0  0
Reduced Vol:          39 2079      18   28 1247      35   71  65  43   24 122  150
PCE Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:           39 2079      18   28 1247      35   71  65  43   24 122  150
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500  1500 1500  1500 1500  1500  1500 1500  1500
Adjustment:           1.00 1.00  1.00  1.00 1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                1.00 2.97  0.03  1.00 2.92  0.08  0.40 0.36  0.24  1.00 0.45  0.55
Final Sat.:           1500 4461      39  1500 4377  123  595 545  360  1500  673  827
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.03 0.47  0.47  0.02 0.28  0.28  0.12 0.12  0.12  0.02 0.18  0.18
Crit Vol:              699          28          71          272
Crit Moves:           ****          ****          ****          ****
*****

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

 Intersection #1000 La CIENEGA BLVD. @ 104 TH STREET

 Cycle (sec): 100 Critical Vol./Cap. (X): 0.445
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 34 Level Of Service: A

Street Name: La CIENEGA BLVD. 104 TH STREET
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Prot+Permit Permitted Permitted Permitted
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 1 0 1 1 0 1 0 2 1 0 1 0 1 0 0 1 0 0

Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
 Base Vol: 374 954 11 12 453 83 19 0 76 6 0 13
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 374 954 11 12 453 83 19 0 76 6 0 13
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 374 954 11 12 453 83 19 0 76 6 0 13
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 374 954 11 12 453 83 19 0 76 6 0 13
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Vol.: 374 954 11 12 453 83 19 0 76 6 0 13

Saturation Flow Module:
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 1.98 0.02 1.00 2.54 0.46 1.00 1.00 1.00 0.32 0.00 0.68
 Final Sat.: 1425 2818 32 1425 3613 662 1425 1425 1425 450 0 975

Capacity Analysis Module:
 Vol/Sat: 0.26 0.34 0.34 0.01 0.13 0.13 0.01 0.00 0.05 0.01 0.00 0.01
 Crit Vol: 374 179 76 6
 Crit Moves: **** **** **** ****

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Scenario Report

Scenario: Adjusted Baseline 2016-PM Peak

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

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T2/T3 EIR

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

Intersection #14 AVIATION BLVD. @ CENTURY BLVD.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.896
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Street Name:	AVIATION BLVD.				CENTURY BLVD.										
Approach:	North Bound		South Bound		East Bound		West Bound								
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Protected		Protected		Protected		Protected								
Rights:	Include		Include		Include		Include								
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	2	0	1	1	0	2	0	2	0	1	1	0	3	1	0

Volume Module:	AVIATION BLVD.			CENTURY BLVD.		
Base Vol:	467	543	127	108	505	145
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	467	543	127	108	505	145
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	467	543	127	108	505	145
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	467	543	127	108	505	145
PCE Adj:	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
Final Vol.:	514	543	127	119	505	145

Saturation Flow Module:	AVIATION BLVD.			CENTURY BLVD.		
Sat/Lane:	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.62	0.38	2.00	2.00	1.00
Final Sat.:	2750	2229	521	2750	2750	1375

Capacity Analysis Module:	AVIATION BLVD.			CENTURY BLVD.		
Vol/Sat:	0.19	0.24	0.24	0.04	0.18	0.11
Crit Vol:	257			253		
Crit Moves:	***			***		

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

```

*****
Intersection #16 IMPERIAL HWY. @ AVIATION BL.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.720
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        81          Level Of Service:          C
*****
Street Name:          AVIATION BL.          IMPERIAL HWY.
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Protected          Protected          Protected          Protected
Rights:                Ovl          Ovl          Include          Ovl
Min. Green:            0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                 2  0  2  0  1          2  0  1  1  1          2  0  2  1  0          2  0  3  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              140  373  241  380  594  127  231  1237  270  167  431  409
Growth Adj:            1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Initial Bse:           140  373  241  380  594  127  231  1237  270  167  431  409
User Adj:              1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Adj:               1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Volume:           140  373  241  380  594  127  231  1237  270  167  431  409
Reduct Vol:            0  0  0          0  0  0          0  0  0          0  0  0  0
Reduced Vol:          140  373  241  380  594  127  231  1237  270  167  431  409
PCE Adj:               1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
MLF Adj:               1.10  1.00  1.00  1.10  1.00  1.10  1.10  1.00  1.00  1.10  1.00  1.00
Final Vol.:            154  373  241  418  594  140  254  1237  270  184  431  409
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1375  1375  1375  1375  1375  1375  1375  1375  1375  1375  1375
Adjustment:            1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Lanes:                 2.00  2.00  1.00  2.00  2.00  1.00  2.00  2.46  0.54  2.00  3.00  1.00
Final Sat.:            2750  2750  1375  2750  2750  1375  2750  3386  739  2750  4125  1375
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.06  0.14  0.18  0.15  0.22  0.10  0.09  0.37  0.37  0.07  0.10  0.30
Crit Vol:              187          209          502          92
Crit Moves:            ****          ****          ****          ****
*****

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

Intersection #19 AVIATION BLVD. @ 111TH

Cycle (sec): 100 Critical Vol./Cap. (X): 0.548
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 50 Level Of Service: A

Street Name:	AVIATION BLVD.				111TH STREET										
Approach:	North Bound		South Bound		East Bound		West Bound								
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Protected		Protected		Protected		Protected								
Rights:	Ovl		Include		Include		Ovl								
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0

Volume Module:

Base Vol:	13	1004	33	37	1142	68	62	83	24	28	42	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	1004	33	37	1142	68	62	83	24	28	42	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	1004	33	37	1142	68	62	83	24	28	42	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	1004	33	37	1142	68	62	83	24	28	42	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	13	1004	33	37	1142	68	62	83	24	28	42	63

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.94	0.06	1.00	1.89	0.11	1.00	0.78	0.22	1.00	1.00	1.00
Final Sat.:	1375	2662	88	1375	2595	155	1375	1067	308	1375	1375	1375

Capacity Analysis Module:

Vol/Sat:	0.01	0.38	0.38	0.03	0.44	0.44	0.05	0.08	0.08	0.02	0.03	0.05
Crit Vol:	13			605			107			28		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)
*****
Intersection #36 La CIENEGA BLVD. @ CENTURY BLVD
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.969
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          La CIENEGA BLVD.          CENTURY BLVD.
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|
Control:              Prot+Permit          Prot+Permit          Prot+Permit          Prot+Permit
Rights:               Ovl                  Ovl                  Ovl                  Ovl
Min. Green:           0  0  0              0  0  0              0  0  0              0  0  0
Lanes:                1  0  2  0  2        1  0  2  0  2        1  0  3  0  1        1  0  3  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             127  294  562  600  735  348  112  1270  483  90  812  217
Growth Adj:           1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Initial Bse:          127  294  562  600  735  348  112  1270  483  90  812  217
User Adj:             1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Adj:              1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Volume:           127  294  562  600  735  348  112  1270  483  90  812  217
Reduct Vol:           0  0  0              0  0  0              0  0  0              0  0  0
Reduced Vol:          127  294  562  600  735  348  112  1270  483  90  812  217
PCE Adj:              1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
MLF Adj:              1.00  1.00  1.10  1.00  1.00  1.10  1.00  1.00  1.00  1.00  1.00  1.00
Final Vol.:           127  294  618  600  735  383  112  1270  483  90  812  217
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375  1375  1375  1375  1375  1375  1375  1375  1375  1375  1375  1375
Adjustment:           1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Lanes:                1.00  2.00  2.00  1.00  2.00  2.00  1.00  3.00  1.00  1.00  3.16  0.84
Final Sat.:           1375  2750  2750  1375  2750  2750  1375  4125  1375  1375  4340  1160
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.09  0.11  0.22  0.44  0.27  0.14  0.08  0.31  0.35  0.07  0.19  0.19
Crit Vol:              309  600          423          0
Crit Moves:           ****  ****          ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)
*****
Intersection #38 CENTURY BLVD. @ SEPULVEDA BLVD.
*****
Cycle (sec):      100          Critical Vol./Cap. (X):      0.795
Loss Time (sec):   0 (Y+R = 4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:     70          Level Of Service:      C
*****
Street Name:      SEPULVEDA BLVD.          CENTURY BLVD.
Approach:         North Bound          South Bound          East Bound          West Bound
Movement:        L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|
Control:         Permitted          Permitted          Permitted          Permitted
Rights:          Ignore          Include          Include          Include
Min. Green:      0 0 0          0 0 0          0 0 0          0 0 0
Lanes:          0 0 4 0 1      0 0 4 0 1      0 0 0 0 0      1 1 0 0 2
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:        0 3537          0 0 2773          51 0 0 0          479 90 236
Growth Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:    0 3537          0 0 2773          51 0 0 0          479 90 236
User Adj:       1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:        1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:     0 3537          0 0 2773          51 0 0 0          479 90 236
Reduct Vol:     0 0 0          0 0 0          0 0 0          0 0 0
Reduced Vol:    0 3537          0 0 2773          51 0 0 0          479 90 236
PCE Adj:        1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:        1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.10
Final Vol.:     0 3537          0 0 2773          51 0 0 0          527 90 260
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:       1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:          0.00 4.00 1.00 0.00 4.00 1.00 0.00 0.00 0.00 1.71 0.29 2.00
Final Sat.:     0 6000 1500          0 6000 1500          0 0 0          2562 438 3000
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:        0.00 0.59 0.00 0.00 0.46 0.03 0.00 0.00 0.00 0.21 0.21 0.09
Crit Vol:       884          0          0          308
Crit Moves:     ****          ****          ****
*****

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

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*****
Intersection #39 CENTURY BLVD. @ 405 N/B RAMP
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.676
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        44          Level Of Service:          B
*****
Street Name:          405 NORTH OFF RAMP          CENTURY BLVD
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|-----|-----|-----|
Control:                Permitted          Permitted          Permitted          Permitted
Rights:                  Include          Include          Include          Include
Min. Green:              0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                   2    0    0    0    1    0    0    0    0    1    1    0    2    1    1    0    0    2    1    0
-----|-----|-----|-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 4 Aug 2004 << Employee PM
Base Vol:                667    0    347    0    0    40    24 1804    567    0    912    14
Growth Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:              667    0    347    0    0    40    24 1804    567    0    912    14
User Adj:                 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:                  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:               667    0    347    0    0    40    24 1804    567    0    912    14
Reduct Vol:               0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:              667    0    347    0    0    40    24 1804    567    0    912    14
PCE Adj:                  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:                  1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00 1.00
Final Vol.:               734    0    347    0    0    40    24 1804    624    0    912    14
-----|-----|-----|-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:                1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                   2.00 0.00 1.00 0.00 0.00 1.00 1.00 2.97 1.03 0.00 2.95 0.05
Final Sat.:              3000 0 1500 0 0 1500 1500 4459 1541 0 4432 68
-----|-----|-----|-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:                 0.24 0.00 0.23 0.00 0.00 0.03 0.02 0.40 0.40 0.00 0.21 0.21
Crit Vol:                 367          40          607          0
Crit Moves:              ****          ****          ****          ****
*****

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

Intersection #47 IMPERIAL HWY. @ DOUGLAS ST.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.693
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 74 Level Of Service: B

Street Name:	DOUGLAS STREET						IMPERIAL HWY.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	0	1	0	1	0	2	1	0	2

Volume Module:

Base Vol:	156	23	393	56	32	14	21	1543	151	123	572	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	156	23	393	56	32	14	21	1543	151	123	572	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	156	23	393	56	32	14	21	1543	151	123	572	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	156	23	393	56	32	14	21	1543	151	123	572	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.10	1.10	1.00	1.10	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	156	23	432	62	32	15	21	1543	151	135	572	34

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	2.00	1.70	0.30	1.00	1.00	2.73	0.27	2.00	2.83	0.17
Final Sat.:	1375	1375	2750	2331	419	1375	1375	3757	368	2750	3894	231

Capacity Analysis Module:

Vol/Sat:	0.11	0.02	0.16	0.03	0.08	0.01	0.02	0.41	0.41	0.05	0.15	0.15
Crit Vol:	216			105			565			68		
Crit Moves:	****			****			****			****		

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

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*****
Intersection #65 SEPULVEDA @ H. HUGHES PARKWAY
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.721
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        52          Level Of Service:          C
*****
Street Name:          Sepulveda Boulevard          H. Hughes Parkway
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|-----|-----|-----|
Control:                Permitted          Permitted          Permitted          Permitted
Rights:                 Ignore          Include          Include          Include
Min. Green:             0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                  0  0  4  0  1          2  0  3  0  0          0  0  0  0  0          3  0  0  0  1
-----|-----|-----|-----|-----|-----|-----|-----|
Volume Module:
Base Vol:               0 1439  669  580 2543  0  0  0  0  637  0  105
Growth Adj:            1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:           0 1439  669  580 2543  0  0  0  0  637  0  105
User Adj:              1.00 1.00  0.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:               1.00 1.00  0.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:            0 1439  0  580 2543  0  0  0  0  637  0  105
Reduct Vol:            0  0  0  0  0  0  0  0  0  0  0  0
Reduced Vol:           0 1439  0  580 2543  0  0  0  0  637  0  105
PCE Adj:               1.00 1.00  0.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:               1.00 1.00  0.00  1.10 1.00  1.00 1.00 1.00  1.10 1.00 1.00
Final Vol.:            0 1439  0  638 2543  0  0  0  0  701  0  105
-----|-----|-----|-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1500 1500  1500  1500 1500  1500 1500  1500  1500 1500  1500
Adjustment:            1.00 1.00  1.00  1.00 1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                 0.00 4.00  1.00  2.00 3.00  0.00 0.00 0.00  0.00 3.00 0.00  1.00
Final Sat.:            0 6000  1500  3000 4500  0  0  0  0  4500  0  1500
-----|-----|-----|-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.00 0.24  0.00  0.21 0.57  0.00 0.00 0.00  0.00 0.16 0.00  0.07
Crit Vol:              0 848  0  234
Crit Moves:           ****          ****          ****
*****

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

Intersection #67 IMPERIAL HWY. @ La CIENEGA BLVD.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.768
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 98 Level Of Service: C

Street Name:	La CIENEGA BLVD.						IMPERIAL HWY.													
Approach:	North Bound			South Bound			East Bound			West Bound										
Movement:	L	T	R	L	T	R	L	T	R	L	T	R								
Control:	Protected			Protected			Protected			Protected										
Rights:	Include			Include			Include			Include										
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0								
Lanes:	2	0	1	1	1	2	0	1	1	1	2	0	3	0	2	2	0	3	0	2

Volume Module:

Base Vol:	64	203	695	397	388	245	229	1295	148	42	370	169
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	203	695	397	388	245	229	1295	148	42	370	169
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	64	203	695	397	388	245	229	1295	148	42	370	169
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	203	695	397	388	245	229	1295	148	42	370	169
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.10	1.10	1.00	1.10	1.10	1.00	1.10	1.10	1.00	1.10
Final Vol.:	70	203	765	437	388	270	252	1295	163	46	370	186

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	2.00	2.00	1.77	1.23	2.00	3.00	2.00	2.00	3.00	2.00
Final Sat.:	2750	1375	2750	2750	2434	1691	2750	4125	2750	2750	4125	2750

Capacity Analysis Module:

Vol/Sat:	0.03	0.15	0.28	0.16	0.16	0.16	0.09	0.31	0.06	0.02	0.09	0.07
Crit Vol:			382	218			432			23		
Crit Moves:			****	****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)
*****
Intersection #68 IMPERIAL HWY @MAIN STREET
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.694
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        61          Level Of Service:          B
*****
Street Name:          MAIN STREET          IMPERIAL HWY
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|
Control:              Split Phase          Split Phase          Permitted          Protected
Rights:               Ignore              Include              Include              Include
Min. Green:           0  0  0              0  0  0              0  0  0              0  0  0
Lanes:                1  1  0  0  1          0  0  1!  0  0          1  0  2  0  1          2  0  2  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             230  0  450          4  1  1  1          0 1066  395  587  747  2
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:          230  0  450          4  1  1  1          0 1066  395  587  747  2
User Adj:             1.00 1.00  0.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:              1.00 1.00  0.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           230  0  0              4  1  1  1          0 1066  395  587  747  2
Reduct Vol:           0  0  0              0  0  0  0          0  0  0  0  0  0  0
Reduced Vol:          230  0  0              4  1  1  1          0 1066  395  587  747  2
PCE Adj:              1.00 1.00  0.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.10 1.00  0.00          1.00 1.00  1.00          1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:           253  0  0              4  1  1  1          0 1066  395  646  747  2
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425          1425 1425  1425          1425 1425  1425  1425 1425  1425
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                2.00 0.00  1.00          0.66 0.17  0.17          1.00 2.00  1.00  2.00 2.00  1.00
Final Sat.:           2850  0  1425          950  238  238          1425 2850  1425  2850 2850  1425
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.09 0.00  0.00          0.00 0.00  0.00          0.00 0.37  0.28  0.23 0.26  0.00
Crit Vol:             127                                6              533              323
Crit Moves:          ****                                ****              ****              ****
*****

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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): 0.568
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 43 Level Of Service: A

PERSHING DR./HYPERION DWY.						IMPERIAL HWY						
North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	2	0	0	0	1	2	0	2

Volume Module:

Base Vol:	0	3	7	914	0	207	153	433	0	1	425	572
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	3	7	914	0	207	153	433	0	1	425	572
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	3	7	914	0	207	153	433	0	1	425	572
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3	7	914	0	207	153	433	0	1	425	572
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.10
Final Vol.:	0	3	7	1005	0	207	168	433	0	1	425	629

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.30	0.70	2.00	0.00	1.00	2.00	2.00	0.00	1.00	2.00	2.00
Final Sat.:	0	428	998	2850	0	1425	2850	2850	0	1425	2850	2850

Capacity Analysis Module:

Vol/Sat:	0.00	0.01	0.01	0.35	0.00	0.15	0.06	0.15	0.00	0.00	0.15	0.22
Crit Vol:	10			503			84			213		
Crit Moves:	****			****			****			****		

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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):          1.393
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          SEPULVEDA BL.          IMPERIAL HWY
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Protected          Protected          Protected          Protected
Rights:               Include          Include          Include          Include
Min. Green:           0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                1  0  3  0  1          2  0  3  1  0          2  0  3  0  1          2  0  3  0  1
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee P.M.
Base Vol:             145 1810 1014 688 2412 16 235 368 172 159 340 394
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          145 1810 1014 688 2412 16 235 368 172 159 340 394
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:          145 1810 1014 688 2412 16 235 368 172 159 340 394
Reduct Vol:           0  0  0          0  0  0          0  0  0          0  0  0
Reduced Vol:         145 1810 1014 688 2412 16 235 368 172 159 340 394
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00 1.10 1.00 1.00 1.10 1.00 1.00 1.10 1.00 1.00
Final Vol.:           145 1810 1014 757 2412 16 259 368 172 175 340 394
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                1.00 3.00 1.00 2.00 3.97 0.03 2.00 3.00 1.00 2.00 3.00 1.00
Final Sat.:           1375 4125 1375 2750 5464 36 2750 4125 1375 2750 4125 1375
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.11 0.44 0.74 0.28 0.44 0.44 0.09 0.09 0.13 0.06 0.08 0.29
Crit Vol:              1014 378          129          394
Crit Moves:           ****  ****          ****          ****
*****

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-----
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):      0.453
Loss Time (sec):   0 (Y+R = 4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:     34          Level Of Service:      A
*****
Street Name:  FWY 105 OFF RAMP/ NASH STREET          IMPERIAL HWY.
Approach:     North Bound          South Bound          East Bound          West Bound
Movement:     L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:      Split Phase          Split Phase          Permitted          Protected
Rights:       Include          Include          Include          Include
Min. Green:   0 0 0          0 0 0          0 0 0          0 0 0
Lanes:        1 0 0 0 2          1 1 0 1 1          0 0 2 1 0          2 0 3 0 0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:     127 0 255 100 180 183 0 999 58 36 778 0
Growth Adj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:  127 0 255 100 180 183 0 999 58 36 778 0
User Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:   127 0 255 100 180 183 0 999 58 36 778 0
Reduct Vol:   0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:  127 0 255 100 180 183 0 999 58 36 778 0
PCE Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.10 1.10 1.00 1.10 1.00 1.00 1.00 1.10 1.00 1.00
Final Vol.:   127 0 281 110 180 201 0 999 58 40 778 0
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:     1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:        1.00 0.00 2.00 1.00 1.35 1.65 0.00 2.84 0.16 2.00 3.00 0.00
Final Sat.:   1425 0 2850 1425 1929 2346 0 4040 235 2850 4275 0
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.09 0.00 0.10 0.08 0.09 0.09 0.00 0.25 0.25 0.01 0.18 0.00
Crit Vol:     140 133 352 20
Crit Moves:   **** **** **** ****
*****

```

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

```

*****
Intersection #74 IMPERIAL HWY. @ 105 RAMP
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.626
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        50          Level Of Service:          B
*****
Street Name:          / 105 RAMP          IMPERIAL HWY.
Approach:             North Bound        South Bound        East Bound        West Bound
Movement:            L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|
Control:              Split Phase        Split Phase        Permitted          Protected
Rights:               Ovl              Ovl              Include            Include
Min. Green:           0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                2  0  0  0  2    0  0  0  0  0    0  0  2  1  1    2  0  2  0  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             513  0  203    0  0  0    0 1592  490  140  628    0
Growth Adj:           1.00 1.00  1.00  1.00 1.00  1.00  1.00  1.00  1.00  1.00  1.00
Initial Bse:           513  0  203    0  0  0    0 1592  490  140  628    0
User Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Volume:           513  0  203    0  0  0    0 1592  490  140  628    0
Reduct Vol:           0  0  0          0  0  0    0  0  0    0  0  0    0
Reduced Vol:          513  0  203    0  0  0    0 1592  490  140  628    0
PCE Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00  1.00  1.00  1.00  1.00
MLF Adj:              1.10 1.00  1.10  1.00 1.00  1.00  1.00  1.00  1.10  1.10  1.00
Final Vol.:           564  0  223    0  0  0    0 1592  539  154  628    0
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425  1425 1425  1425 1425  1425  1425 1425  1425
Adjustment:           1.00 1.00  1.00  1.00 1.00  1.00  1.00  1.00  1.00  1.00  1.00
Lanes:                2.00 0.00  2.00  0.00 0.00  0.00  0.00  2.99  1.01  2.00  2.00  0.00
Final Sat.:           2850  0  2850    0  0  0    0  4258  1442  2850  2850    0
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.20 0.00  0.08  0.00 0.00  0.00  0.00  0.37  0.37  0.05  0.22  0.00
Crit Vol:             282          0          533          77
Crit Moves:          ****          ****          ****
*****

```

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)
*****
Intersection #75 IMPERIAL HWY. @ 405 NORTH RAMP
*****
Cycle (sec):      100          Critical Vol./Cap. (X):      0.832
Loss Time (sec):   0 (Y+R = 4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:    111          Level Of Service:      D
*****
Street Name:      405 NORTH RAMP          IMPERIAL HWY
Approach:         North Bound          South Bound          East Bound          West Bound
Movement:        L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:         Split Phase          Split Phase          Permitted          Permitted
Rights:          Include             Include             Ignore             Ignore
Min. Green:      0 0 0          0 0 0          0 0 0          0 0 0
Lanes:           1 0 1! 0 0        0 0 0 0 0        0 0 2 1 1        0 0 2 1 1
-----|-----|-----|-----|
Volume Module:
Base Vol:        169 0 291          0 0 0          0 2684 285          0 440 239
Growth Adj:      1.00 1.00 1.00        1.00 1.00 1.00        1.00 1.00 1.00        1.00 1.00 1.00
Initial Bse:     169 0 291          0 0 0          0 2684 285          0 440 239
User Adj:        1.00 1.00 1.00        1.00 1.00 1.00        1.00 1.00 0.00        1.00 1.00 0.00
PHF Adj:         1.00 1.00 1.00        1.00 1.00 1.00        1.00 1.00 0.00        1.00 1.00 0.00
PHF Volume:      169 0 291          0 0 0          0 2684 0          0 440 0
Reduct Vol:      0 0 0          0 0 0          0 0 0          0 0 0
Reduced Vol:     169 0 291          0 0 0          0 2684 0          0 440 0
PCE Adj:         1.00 1.00 1.00        1.00 1.00 1.00        1.00 1.00 0.00        1.00 1.00 0.00
MLF Adj:         1.10 1.00 1.00        1.00 1.00 1.00        1.00 1.00 0.00        1.00 1.00 0.00
Final Vol.:      186 0 291          0 0 0          0 2684 0          0 440 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:        1425 1425 1425        1425 1425 1425        1425 1425 1425        1425 1425 1425
Adjustment:      1.00 1.00 1.00        1.00 1.00 1.00        1.00 1.00 1.00        1.00 1.00 1.00
Lanes:           1.00 0.00 1.00        0.00 0.00 0.00        0.00 3.00 1.00        0.00 3.00 1.00
Final Sat.:      1425 0 1425          0 0 0          0 4275 1425          0 4275 1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:         0.13 0.00 0.20        0.00 0.00 0.00        0.00 0.63 0.00        0.00 0.10 0.00
Crit Vol:        291          0          895          0
Crit Moves:      ****          ****          ****
*****

```

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

```

*****
Intersection #89 La CIENEGA BLVD. @ LENNOX BLVD
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.600
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        47          Level Of Service:          B
*****
Street Name:          La CIENEGA BLVD.          LENNOX BLVD
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|
Control:                Permitted          Permit+Prot          Split Phase          Split Phase
Rights:                 Include            Include            Include            Include
Min. Green:             0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                  0  0  1  1  0      1  0  2  1  0      0  0  0  0  0      1  1  0  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:               0  556  361  318  724  4  0  0  0  71  0  79
Growth Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:            0  556  361  318  724  4  0  0  0  71  0  79
User Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:                1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:             0  556  361  318  724  4  0  0  0  71  0  79
Reduct Vol:             0  0  0  0  0  0  0  0  0  0  0  0
Reduced Vol:            0  556  361  318  724  4  0  0  0  71  0  79
PCE Adj:                1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:                1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00
Final Vol.:             0  556  361  318  724  4  0  0  0  78  0  79
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                 0.00 1.21 0.79 1.00 2.98 0.02 0.00 0.00 0.00 2.00 0.00 1.00
Final Sat.:            0 1728 1122 1425 4252 23 0 0 0 2850 0 1425
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.00 0.32 0.32 0.22 0.17 0.17 0.00 0.00 0.00 0.03 0.00 0.06
Crit Vol:              459 318 0
Crit Moves:            ****  ****  ****
*****

```

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

 Intersection #94 La CIENEGA BLVD. @ 111TH STREET

Cycle (sec): 100 Critical Vol./Cap. (X): 0.371
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 30 Level Of Service: A

Street Name: La CIENEGA BLVD. / 111TH STREET
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Permitted Permitted Split Phase Split Phase
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 1 0 2 0 0 0 0 2 1 0 2 0 0 0 1 0 0 0 0 0
 -----|-----|-----|-----|-----|

Volume Module:
 Base Vol: 53 782 0 0 851 68 115 0 138 0 0 0
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 53 782 0 0 851 68 115 0 138 0 0 0
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 53 782 0 0 851 68 115 0 138 0 0 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 53 782 0 0 851 68 115 0 138 0 0 0
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00
 Final Vol.: 53 782 0 0 851 68 127 0 138 0 0 0
 -----|-----|-----|-----|-----|

Saturation Flow Module:
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 2.00 0.00 0.00 2.78 0.22 2.00 0.00 1.00 0.00 0.00 0.00
 Final Sat.: 1425 2850 0 0 3959 316 2850 0 1425 0 0 0
 -----|-----|-----|-----|-----|

Capacity Analysis Module:
 Vol/Sat: 0.04 0.27 0.00 0.00 0.21 0.21 0.04 0.00 0.10 0.00 0.00 0.00
 Crit Vol: 391 0 138 0
 Crit Moves: **** **** ****

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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):          0.824
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        105          Level Of Service:          D
*****
Street Name:          La CIENEGA BLVD.          405 N/B RAPM
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|
Control:                Permitted          Permitted          Split Phase          Split Phase
Rights:                  Ovl          Include          Include          Include
Min. Green:              0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                   0  0  1  1  1          1  0  2  0  0          0  0  0  0  0          1  0  1!  0  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:                0  620  64  199  790  0  0  0  0  873  0  369
Growth Adj:              1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:              0  620  64  199  790  0  0  0  0  873  0  369
User Adj:                 1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:                  1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:               0  620  64  199  790  0  0  0  0  873  0  369
Reduct Vol:               0  0  0  0  0  0  0  0  0  0  0  0
Reduced Vol:              0  620  64  199  790  0  0  0  0  873  0  369
PCE Adj:                  1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:                  1.00 1.00  1.10  1.00 1.00  1.00 1.00 1.00  1.10 1.00 1.00
Final Vol.:               0  620  70  199  790  0  0  0  0  960  0  369
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:                 1425 1425  1425  1425 1425  1425 1425 1425  1425 1425 1425
Adjustment:               1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:                    0.00 2.00  1.00  1.00 2.00  0.00 0.00 0.00  0.00 1.44 0.00  0.56
Final Sat.:                0 2850  1425  1425 2850  0  0  0  0  2059  0  791
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:                  0.00 0.22  0.05  0.14 0.28  0.00 0.00 0.00  0.00 0.47 0.00  0.47
Crit Vol:                  310          199          0          665
Crit Moves:                ****          ****          ****
*****

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

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

Cycle (sec): 100 Critical Vol./Cap. (X): 0.421
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 39 Level Of Service: A

Street Name:	La CIENEGA BLVD.				405 S/B RAMP										
Approach:	North Bound		South Bound		East Bound		West Bound								
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Protected		Protected		Split Phase		Split Phase								
Rights:	Include		Include		Include		Ovl								
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	0	0	1	1	0	2	0	1	1	0	0	0	0	0	2

Volume Module:

Base Vol:	0	652	39	360	860	1	0	0	2	0	0	420
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	652	39	360	860	1	0	0	2	0	0	420
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	652	39	360	860	1	0	0	2	0	0	420
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	652	39	360	860	1	0	0	2	0	0	420
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10
Final Vol.:	0	652	39	396	860	1	0	0	2	0	0	462

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.89	0.11	2.00	1.99	0.01	0.00	0.00	1.00	0.00	0.00	2.00
Final Sat.:	0	2595	155	2750	2747	3	0	0	1375	0	0	2750

Capacity Analysis Module:

Vol/Sat:	0.00	0.25	0.14	0.31	0.31	0.00	0.00	0.00	0.00	0.00	0.17
Crit Vol:	345		0				2		231		
Crit Moves:	****		****				****		****		

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

```

*****
Intersection #98 La CIENEGA BLVD. @ 405 S/B RAMP
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.361
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        29          Level Of Service:          A
*****
Street Name:          La CIENEGA BLVD.          405 S/B RAMP
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Split Phase          Split Phase
Rights:               Include          Include          Include          Include
Min. Green:           0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                1  0  2  0  1          1  0  2  1  0          0  0  0  0  1          2  0  0  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             27  619  30          67  901  3          0  0  11  231  0  231
Growth Adj:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:          27  619  30          67  901  3          0  0  11  231  0  231
User Adj:             1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           27  619  30          67  901  3          0  0  11  231  0  231
Reduct Vol:           0  0  0          0  0  0          0  0  0  0  0  0
Reduced Vol:          27  619  30          67  901  3          0  0  11  231  0  231
PCE Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:           27  619  30          67  901  3          0  0  11  254  0  231
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425  1425 1425  1425 1425  1425  1425 1425  1425
Adjustment:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                1.00 2.00  1.00  1.00 2.99  0.01  0.00 0.00  1.00  2.00 0.00  1.00
Final Sat.:           1425 2850  1425  1425 4261  14          0  0  1425  2850  0  1425
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.02 0.22  0.02  0.05 0.21  0.21  0.00 0.00  0.01  0.09 0.00  0.16
Crit Vol:              310          67          11  127
Crit Moves:           ****          ****          ****  ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)
*****
Intersection #101 SEPULVEDA BLVD. @ LA TIJERA BLVD.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.889
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        180          Level Of Service:          D
*****
Street Name:          Sepulveda Boulevard          La Tijera Boulevard
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:            L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Prot+Permit          Prot+Permit          Prot+Permit          Prot+Permit
Rights:               Include             Include             Include             Include
Min. Green:           0 0 0             0 0 0             0 0 0             0 0 0
Lanes:                1 0 3 0 1         1 0 3 0 1         1 0 2 0 1         1 0 1 1 0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             126 1278 227 118 1750 145 133 361 100 332 270 69
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          126 1278 227 118 1750 145 133 361 100 332 270 69
User Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           126 1278 227 118 1750 145 133 361 100 332 270 69
Reduct Vol:           0 0 0             0 0 0             0 0 0             0 0 0
Reduced Vol:          126 1278 227 118 1750 145 133 361 100 332 270 69
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:           126 1278 227 118 1750 145 133 361 100 332 270 69
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                1.00 3.00 1.00 1.00 3.00 1.00 1.00 2.00 1.00 1.00 1.59 0.41
Final Sat.:           1375 4125 1375 1375 4125 1375 1375 2750 1375 1375 2190 560
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.09 0.31 0.17 0.09 0.42 0.11 0.10 0.13 0.07 0.24 0.12 0.12
Crit Vol:             126             583             181             332
Crit Moves:          ****             ****             ****             ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)
*****
Intersection #108 SEPULVEDA BLVD. @ LINCOLN BLVD.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          1.034
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          SEPULVEDA BOULEVARD          LINCOLN BOULEVARD
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|
Control:               Protected          Permitted          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0 0 0          0 0 0          0 0 0          0 0 0
Lanes:                 4 0 2 1 0      0 0 3 1 0      0 0 0 0 4      0 0 1! 0 0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              1558 2013          0 0 2116          42 0 0 1839          0 0 0 0
Growth Adj:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:           1558 2013          0 0 2116          42 0 0 1839          0 0 0 0
User Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           1558 2013          0 0 2116          42 0 0 1839          0 0 0 0
Reduct Vol:            0 0 0          0 0 0          0 0 0          0 0 0 0
Reduced Vol:          1558 2013          0 0 2116          42 0 0 1839          0 0 0 0
PCE Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:               1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00 1.00
Final Vol.:           1714 2013          0 0 2116          42 0 0 2023          0 0 0 0
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                 4.00 3.00 0.00 0.00 3.92 0.08 0.00 0.00 4.00 0.00 1.00 0.00
Final Sat.:           5700 4275          0 0 5589          111 0 0 5700          0 1425 0
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.30 0.47 0.00 0.00 0.38 0.38 0.00 0.00 0.35 0.00 0.00 0.00
Crit Vol:              428          539          506 0
Crit Moves:           ****          ****          ****
*****

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

 Intersection #114 SEPULVEDA BLVD. @ MANCHESTER AVE.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.955
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: E

Street Name:	Sepulveda Boulevard				Manchester Avenue															
Approach:	North Bound		South Bound		East Bound		West Bound													
Movement:	L	T	R	L	T	R	L	T	R	L	T	R								
Control:	Prot+Permit		Prot+Permit		Protected		Prot+Permit													
Rights:	Ovl		Ovl		Ovl		Ovl													
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0								
Lanes:	1	0	3	0	1	1	0	3	0	1	2	0	2	0	1	1	0	1	1	0

Volume Module:

Base Vol:	171	1356	120	351	1811	279	224	797	132	111	529	207
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	171	1356	120	351	1811	279	224	797	132	111	529	207
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	171	1356	120	351	1811	279	224	797	132	111	529	207
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	171	1356	120	351	1811	279	224	797	132	111	529	207
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
Final Vol.:	171	1356	120	351	1811	279	246	797	132	111	529	207

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	2.00	1.00	1.00	1.44	0.56
Final Sat.:	1375	4125	1375	1375	4125	1375	2750	2750	1375	1375	1977	773

Capacity Analysis Module:

Vol/Sat:	0.12	0.33	0.09	0.26	0.44	0.20	0.09	0.29	0.10	0.08	0.27	0.27
Crit Vol:	452		351		399		111					
Crit Moves:	****		****		****		****					

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

```

*****
Intersection #123 WESTCHESTER PARKWAY @ PERSHING DRIVE
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.356
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        29          Level Of Service:          A
*****
Street Name:          Pershing Drive          Westchester Parkway
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|
Control:               Permitted          Protected          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                 0  0  2  0  1          1  0  2  0  0          0  0  0  0  0          2  0  0  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              0  582  319          77  645          0          0  0  0          192  0  111
Growth Adj:            1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:           0  582  319          77  645          0          0  0  0          192  0  111
User Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:            0  582  319          77  645          0          0  0  0          192  0  111
Reduct Vol:            0  0  0          0  0  0          0          0  0  0          0  0  0
Reduced Vol:           0  582  319          77  645          0          0  0  0          192  0  111
PCE Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.10 1.00  1.00
Final Vol.:            0  582  319          77  645          0          0  0  0          211  0  111
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425 1425  1425          1425 1425  1425          1425 1425  1425          1425 1425  1425
Adjustment:            1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                 0.00 2.00  1.00          1.00 2.00  0.00          0.00 0.00  0.00          2.00 0.00  1.00
Final Sat.:            0  2850  1425          1425 2850          0          0  0  0          2850  0  1425
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.00 0.20  0.22          0.05 0.23  0.00          0.00 0.00  0.00          0.07 0.00  0.08
Crit Vol:                319          77          0          111
Crit Moves:            ****          ****          ****
*****

```

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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): 0.963

Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 180 Level Of Service: E

Street Name: Sepulveda Boulevard Westchester Parkway

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

-----|-----|-----|-----|-----|

Control: Prot+Permit Prot+Permit Prot+Permit Prot+Permit

Rights: Include Include Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Lanes: 1 0 3 0 1 1 0 3 0 1 1 0 1 1 0

-----|-----|-----|-----|-----|

Volume Module:

Base Vol: 195 1618 76 218 2009 67 64 279 102 269 292 211

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 195 1618 76 218 2009 67 64 279 102 269 292 211

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 195 1618 76 218 2009 67 64 279 102 269 292 211

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 195 1618 76 218 2009 67 64 279 102 269 292 211

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Final Vol.: 195 1618 76 218 2009 67 64 279 102 269 292 211

-----|-----|-----|-----|-----|

Saturation Flow Module:

Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 1.00 3.00 1.00 1.00 3.00 1.00 1.00 1.46 0.54 1.00 1.16 0.84

Final Sat.: 1375 4125 1375 1375 4125 1375 1375 2014 736 1375 1596 1154

-----|-----|-----|-----|-----|

Capacity Analysis Module:

Vol/Sat: 0.14 0.39 0.06 0.16 0.49 0.05 0.05 0.14 0.14 0.20 0.18 0.18

Crit Vol: 195 670 190 269

Crit Moves: **** **** **** ****

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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):          0.557
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        33          Level Of Service:          A
*****
Street Name:          Sepulveda Boulevard          76th/77th Street
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:            L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:             Permitted          Permitted          Permitted          Permitted
Rights:              Include          Include          Include          Include
Min. Green:          0  0  0          0  0  0          0  0  0          0  0  0
Lanes:               1  0  3  0  1          1  0  3  0  1          2  0  1  0  1          1  0  1  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:            66 1666          39 127 1411          332 192 39 54 23 48 36
Growth Adj:          1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          66 1666          39 127 1411          332 192 39 54 23 48 36
User Adj:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:          66 1666          39 127 1411          332 192 39 54 23 48 36
Reduct Vol:          0  0  0          0  0  0          0  0  0  0  0  0  0
Reduced Vol:         66 1666          39 127 1411          332 192 39 54 23 48 36
PCE Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00
Final Vol.:          66 1666          39 127 1411          332 211 39 54 23 48 36
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:            1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment:          1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:               1.00 3.00 1.00 1.00 3.00 1.00 2.00 1.00 1.00 1.00 1.00 1.00
Final Sat.:          1500 4500 1500 1500 4500 1500 3000 1500 1500 1500 1500 1500
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:             0.04 0.37 0.03 0.08 0.31 0.22 0.07 0.03 0.04 0.02 0.03 0.02
Crit Vol:            555          127          106          48
Crit Moves:          ****          ****          ****          ****
*****

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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): 0.574
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Street Name:	Sepulveda Boulevard			79th/80th Street								
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	1	0	3	1	0	1	1	0	1

Volume Module:

Base Vol:	88	1851	34	36	1453	189	116	60	86	29	49	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	88	1851	34	36	1453	189	116	60	86	29	49	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	88	1851	34	36	1453	189	116	60	86	29	49	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	1851	34	36	1453	189	116	60	86	29	49	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	88	1851	34	36	1453	189	116	60	86	29	49	31

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.95	0.05	1.00	3.00	1.00	1.00	1.00	1.00	1.00	0.61	0.39
Final Sat.:	1500	4419	81	1500	4500	1500	1500	1500	1500	1500	919	581

Capacity Analysis Module:

Vol/Sat:	0.06	0.42	0.02	0.32	0.13	0.08	0.04	0.06	0.02	0.05	0.05	0.05
Crit Vol:	628			36			116			80		
Crit Moves:	****			****			****			****		

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Study Area Intersection Capacity Analysis

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T2/T3 EIR

```

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)
*****
Intersection #138 SEPULVEDA BLVD. @ 83rd STREET
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.527
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        30          Level Of Service:          A
*****
Street Name:          Sepulveda Boulevard          83rd Street
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                1  0  2  1  0      1  0  2  1  0      0  0  1!  0  0      1  0  0  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             53 1843          17  42 1497          53  48 43 28          9  30 27
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          53 1843          17  42 1497          53  48 43 28          9  30 27
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           53 1843          17  42 1497          53  48 43 28          9  30 27
Reduct Vol:           0  0  0          0  0  0          0  0  0          0  0  0
Reduced Vol:          53 1843          17  42 1497          53  48 43 28          9  30 27
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:           53 1843          17  42 1497          53  48 43 28          9  30 27
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                1.00 2.97 0.03 1.00 2.90 0.10 0.40 0.36 0.24 1.00 0.53 0.47
Final Sat.:           1500 4459          41 1500 4346          154 605 542 353 1500 789 711
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.04 0.41 0.41 0.03 0.34 0.34 0.08 0.08 0.08 0.01 0.04 0.04
Crit Vol:             620          42          119          9
Crit Moves:          ****          ****          ****          ****
*****

```

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T2/T3 EIR

Level Of Service Computation Report

Circular 212 Planning Method (Base Volume Alternative)

Intersection #1000 La CIENEGA BLVD. @ 104 TH STREET

Cycle (sec): 100 Critical Vol./Cap. (X): 0.477

Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 36 Level Of Service: A

Street Name: La CIENEGA BLVD. 104 TH STREET

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

-----|-----|-----|-----|-----|

Control: Prot+Permit Permitted Permitted Permitted

Rights: Include Include Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

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

-----|-----|-----|-----|-----|

Volume Module:

Base Vol: 121 579 12 47 788 53 90 3 271 7 1 11

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 121 579 12 47 788 53 90 3 271 7 1 11

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 121 579 12 47 788 53 90 3 271 7 1 11

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 121 579 12 47 788 53 90 3 271 7 1 11

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Final Vol.: 121 579 12 47 788 53 90 3 271 7 1 11

-----|-----|-----|-----|-----|

Saturation Flow Module:

Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 1.00 1.96 0.04 1.00 2.81 0.19 1.00 1.00 1.00 0.37 0.05 0.58

Final Sat.: 1425 2792 58 1425 4006 269 1425 1425 1425 525 75 825

-----|-----|-----|-----|-----|

Capacity Analysis Module:

Vol/Sat: 0.08 0.21 0.21 0.03 0.20 0.20 0.06 0.00 0.19 0.01 0.01 0.01

Crit Vol: 121 280 271 7

Crit Moves: **** **** **** ****

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Study Area Intersection Capacity Analysis

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T2/T3 Primary Lot

Scenario Report

Scenario: Future 2019 Without-AM Peak

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

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Study Area Intersection Capacity Analysis

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T2/T3 Primary Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #14 AVIATION BLVD. @ CENTURY BLVD.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.760
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        95          Level Of Service:          C
*****
Street Name:          AVIATION BLVD.          CENTURY BLVD.
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|
Control:              Protected          Protected          Protected          Protected
Rights:               Include          Include          Include          Include
Min. Green:           0 0 0          0 0 0          0 0 0          0 0 0
Lanes:                2 0 1 1 0        2 0 2 0 1        1 0 3 1 0        1 0 3 1 0
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:             582 603 67 58 352 183 131 997 245 61 1273 92
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          582 603 67 58 352 183 131 997 245 61 1273 92
Added Vol:            71 10 0 7 5 0 1 20 43 0 125 10
PasserByVol:          0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:          653 613 67 65 357 183 132 1017 288 61 1398 102
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           653 613 67 65 357 183 132 1017 288 61 1398 102
Reduct Vol:           0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:          653 613 67 65 357 183 132 1017 288 61 1398 102
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.10 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:           718 613 67 72 357 183 132 1017 288 61 1398 102
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                2.00 1.80 0.20 2.00 2.00 1.00 1.00 3.12 0.88 1.00 3.73 0.27
Final Sat.:           2750 2479 271 2750 2750 1375 1375 4286 1214 1375 5126 374
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.26 0.25 0.25 0.03 0.13 0.13 0.10 0.24 0.24 0.04 0.27 0.27
Crit Vol:             359 178 132 375
Crit Moves:          **** **** **** ****
*****

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T2/T3 Primary Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #16 IMPERIAL HWY. @ AVIATION BL.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.890
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        180          Level Of Service:          D
*****
Street Name:          AVIATION BL.          IMPERIAL HWY.
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Protected          Protected          Protected          Protected
Rights:               Ovl          Ovl          Include          Ovl
Min. Green:           0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                2  0  2  0  1          2  0  1  1  1          2  0  2  1  0          2  0  3  0  1
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:             300  572  112  232  301  214  136  247  65  251  1074  782
Growth Adj:           1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Initial Bse:           300  572  112  232  301  214  136  247  65  251  1074  782
Added Vol:             20   1   0   43   0   5   0   0   0   0   170   80
PasserByVol:          0   0   0   0   0   0   0   0   0   0   0   0
Initial Fut:           320  573  112  275  301  219  136  247  65  251  1244  862
User Adj:              1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Adj:               1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Volume:           320  573  112  275  301  219  136  247  65  251  1244  862
Reduct Vol:            0   0   0   0   0   0   0   0   0   0   0   0
Reduced Vol:           320  573  112  275  301  219  136  247  65  251  1244  862
PCE Adj:               1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
MLF Adj:               1.10  1.00  1.00  1.10  1.00  1.10  1.10  1.00  1.00  1.10  1.00  1.00
Final Vol.:           352  573  112  303  301  241  150  247  65  276  1244  862
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375  1375  1375  1375  1375  1375  1375  1375  1375  1375  1375  1375
Adjustment:           1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Lanes:                2.00  2.00  1.00  2.00  1.67  1.33  2.00  2.38  0.62  2.00  3.00  1.00
Final Sat.:           2750  2750  1375  2750  2291  1834  2750  3266  859  2750  4125  1375
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.13  0.21  0.08  0.11  0.13  0.13  0.05  0.08  0.08  0.10  0.30  0.63
Crit Vol:              287          0          75          862
Crit Moves:           ****          ****          ****          ****
*****

```

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T2/T3 Primary Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #19 AVIATION BLVD. @ 111TH
*****
Cycle (sec):      100          Critical Vol./Cap. (X):      0.678
Loss Time (sec):  0 (Y+R = 4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:    71          Level Of Service:      B
*****
Street Name:      AVIATION BLVD.          111TH STREET
Approach:         North Bound          South Bound          East Bound          West Bound
Movement:        L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|
Control:         Protected          Protected          Protected          Protected
Rights:          Ovl          Include          Include          Ovl
Min. Green:      0  0  0          0  0  0          0  0  0          0  0  0
Lanes:           1  0  1  1  0          1  0  1  1  0          1  0  0  1  0          1  0  1  1  0
-----|-----|-----|-----|-----|
Volume Module:  >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:       33 1497  24  32 698  61  43 33  31  27 56  59
Growth Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00
Initial Bse:   33 1497  24  32 698  61  43 33  31  27 56  59
Added Vol:      0  81  0  0  48  0  0  0  0  0  0  0
PasserByVol:   0  0  0  0  0  0  0  0  0  0  0  0
Initial Fut:   33 1578  24  32 746  61  43 33  31  27 56  59
User Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00
PHF Adj:       1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00
PHF Volume:    33 1578  24  32 746  61  43 33  31  27 56  59
Reduct Vol:    0  0  0  0  0  0  0  0  0  0  0  0
Reduced Vol:   33 1578  24  32 746  61  43 33  31  27 56  59
PCE Adj:       1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00
MLF Adj:       1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00
Final Vol.:    33 1578  24  32 746  61  43 33  31  27 56  59
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1375 1375  1375  1375 1375  1375 1375 1375  1375 1375 1375  1375
Adjustment:    1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
Lanes:         1.00 1.97  0.03  1.00 1.85  0.15  1.00 0.52  0.48  1.00 1.00  1.00
Final Sat.:    1375 2709  41  1375 2542  208  1375 709  666  1375 1375  1375
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:       0.02 0.58  0.58  0.02 0.29  0.29  0.03 0.05  0.05  0.02 0.04  0.04
Crit Vol:      801          32          43          56
Crit Moves:    ****          ****          ****          ****
*****

```

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T2/T3 Primary Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #36 La CIENEGA BLVD. @ CENTURY BLVD
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.941
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          La CIENEGA BLVD.          CENTURY BLVD.
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|
Control:               Prot+Permit          Prot+Permit          Prot+Permit          Prot+Permit
Rights:                Ovl                  Ovl                  Ovl                  Ovl
Min. Green:            0  0  0              0  0  0              0  0  0              0  0  0
Lanes:                 1  0  2  0  2        1  0  2  0  2        1  0  3  0  1        1  0  3  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              225  613  182  187  356  484  90  532  320  330  1775  898
Growth Adj:            1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Initial Bse:           225  613  182  187  356  484  90  532  320  330  1775  898
Added Vol:              7   0   0   0   4   0   0  23   4   0  128   0
PasserByVol:           0   0   0   0   0   0   0   0   0   0   0   0
Initial Fut:           232  613  182  187  360  484  90  555  324  330  1903  898
User Adj:              1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Adj:               1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Volume:            232  613  182  187  360  484  90  555  324  330  1903  898
Reduct Vol:            0   0   0   0   0   0   0   0   0   0   0   0
Reduced Vol:           232  613  182  187  360  484  90  555  324  330  1903  898
PCE Adj:               1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
MLF Adj:               1.00  1.00  1.10  1.00  1.00  1.10  1.00  1.00  1.00  1.00  1.00  1.00
Final Vol.:            232  613  200  187  360  532  90  555  324  330  1903  898
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1375  1375  1375  1375  1375  1375  1375  1375  1375  1375  1375  1375
Adjustment:            1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Lanes:                 1.00  2.00  2.00  1.00  2.00  2.00  1.00  3.00  1.00  1.00  3.00  1.00
Final Sat.:            1375  2750  2750  1375  2750  2750  1375  4125  1375  1375  4125  1375
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.17  0.22  0.07  0.14  0.13  0.19  0.07  0.13  0.24  0.24  0.46  0.65
Crit Vol:              307          0          90          898
Crit Moves:            ****          ****          ****          ****
*****

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T2/T3 Primary Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #38 CENTURY BLVD. @ SEPULVEDA BLVD.
*****
Cycle (sec):      100          Critical Vol./Cap. (X):      0.996
Loss Time (sec):  0 (Y+R = 4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:    180          Level Of Service:          E
*****
Street Name:      SEPULVEDA BLVD.          CENTURY BLVD.
Approach:         North Bound          South Bound          East Bound          West Bound
Movement:        L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|
Control:         Permitted          Permitted          Permitted          Permitted
Rights:          Ignore            Include            Include            Include
Min. Green:      0 0 0          0 0 0          0 0 0          0 0 0
Lanes:           0 0 4 0 1      0 0 4 0 1      0 0 0 0 0      1 1 0 0 2
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:        0 4649 0          0 1701 36          0 0 0          410 70 347
Growth Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:    0 4649 0          0 1701 36          0 0 0          410 70 347
Added Vol:      0 261 0          0 0 0          0 0 0          11 0 114
PasserByVol:    0 0 0          0 0 0          0 0 0          0 0 0
Initial Fut:    0 4910 0          0 1701 36          0 0 0          421 70 461
User Adj:       1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:        1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:     0 4910 0          0 1701 36          0 0 0          421 70 461
Reduct Vol:     0 0 0          0 0 0          0 0 0          0 0 0
Reduced Vol:    0 4910 0          0 1701 36          0 0 0          421 70 461
PCE Adj:        1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:        1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00
Final Vol.:     0 4910 0          0 1701 36          0 0 0          463 70 507
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:       1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:          0.00 4.00 1.00 0.00 4.00 1.00 0.00 0.00 0.00 1.74 0.26 2.00
Final Sat.:     0 6000 1500          0 6000 1500          0 0 0          2606 394 3000
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:        0.00 0.82 0.00          0.00 0.28 0.02          0.00 0.00 0.00          0.18 0.18 0.17
Crit Vol:       1228          0          0          267
Crit Moves:     ****          ****          ****
*****

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Study Area Intersection Capacity Analysis

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T2/T3 Primary Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #39 CENTURY BLVD. @ 405 N/B RAMP
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          1.010
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          405 NORTH OFF RAMP          CENTURY BLVD
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|
Control:                Permitted          Permitted          Permitted          Permitted
Rights:                  Include          Include          Include          Include
Min. Green:             0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                  2  0  0  0  1    0  0  0  0  1    1  0  2  1  1    0  0  2  1  0
-----|-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:   1285  0  393  0  0  26  5  614  200  0  2191  7
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 1285  0  393  0  0  26  5  614  200  0  2191  7
Added Vol:   9  0  0  0  0  0  0  0  23  0  118  0
PasserByVol: 0  0  0  0  0  0  0  0  0  0  0  0
Initial Fut: 1294  0  393  0  0  26  5  614  223  0  2309  7
User Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 1294  0  393  0  0  26  5  614  223  0  2309  7
Reduct Vol:  0  0  0  0  0  0  0  0  0  0  0  0
Reduced Vol: 1294  0  393  0  0  26  5  614  223  0  2309  7
PCE Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:    1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00 1.00
Final Vol.: 1423  0  393  0  0  26  5  614  245  0  2309  7
-----|-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:   1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:      2.00 0.00 1.00 0.00 0.00 1.00 1.00 2.86 1.14 0.00 2.99 0.01
Final Sat.: 3000  0 1500  0  0 1500 1500 4287 1713  0 4486 14
-----|-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:    0.47 0.00 0.26 0.00 0.00 0.02 0.00 0.14 0.14 0.00 0.51 0.51
Crit Vol:   712          26          5          772
Crit Moves: ****          ****  ****          ****
*****

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T2/T3 Primary Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #47 IMPERIAL HWY. @ DOUGLAS ST.
*****
Cycle (sec):      100          Critical Vol./Cap. (X):      0.540
Loss Time (sec):  0 (Y+R = 4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:    50          Level Of Service:      A
*****
Street Name:      DOUGLAS STREET          IMPERIAL HWY.
Approach:         North Bound          South Bound          East Bound          West Bound
Movement:        L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|-----|-----|-----|
Control:         Split Phase          Split Phase          Protected          Protected
Rights:          Include          Include          Include          Include
Min. Green:      0 0 0          0 0 0          0 0 0          0 0 0
Lanes:           1 0 1 0 2          1 0 1! 0 1          1 0 2 1 0          2 0 2 1 0
-----|-----|-----|-----|-----|-----|-----|-----|
Volume Module:  >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:       77 14 83          42 45 10          34 439 200          385 1422 58
Growth Adj:     1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
Initial Bse:    77 14 83          42 45 10          34 439 200          385 1422 58
Added Vol:      3 0 0          0 0 0          0 0 0          0 195 0
PasserByVol:   0 0 0          0 0 0          0 0 0          0 0 0
Initial Fut:    80 14 83          42 45 10          34 439 200          385 1617 58
User Adj:       1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
PHF Adj:        1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
PHF Volume:     80 14 83          42 45 10          34 439 200          385 1617 58
Reduct Vol:     0 0 0          0 0 0          0 0 0          0 0 0
Reduced Vol:   80 14 83          42 45 10          34 439 200          385 1617 58
PCE Adj:        1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
MLF Adj:        1.00 1.00 1.10      1.10 1.00 1.10      1.00 1.00 1.00      1.10 1.00 1.00
Final Vol.:    80 14 91          46 45 11          34 439 200          424 1617 58
-----|-----|-----|-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:       1375 1375 1375      1375 1375 1375      1375 1375 1375      1375 1375 1375
Adjustment:     1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
Lanes:          1.00 1.00 2.00      1.36 0.64 1.00      1.00 2.06 0.94      2.00 2.90 0.10
Final Sat.:    1375 1375 2750      1865 885 1375      1375 2834 1291      2750 3982 143
-----|-----|-----|-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:        0.06 0.01 0.03      0.02 0.05 0.01      0.02 0.15 0.15      0.15 0.41 0.41
Crit Vol:       80          70          34          558
Crit Moves:     ****          ****          ****          ****
*****

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T2/T3 Primary Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #65 SEPULVEDA @ H. HUGHES PARKWAY
*****
Cycle (sec):          100          Critical Vol./Cap. (X):      0.838
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        89          Level Of Service:          D
*****
Street Name:          Sepulveda Boulevard          H. Hughes Parkway
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|
Control:                Permitted          Permitted          Permitted          Permitted
Rights:                 Ignore          Include          Include          Include
Min. Green:             0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                  0  0  4  0  1      2  0  3  0  0      0  0  0  0  0      3  0  0  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:               0 3157 1112 150 987 0 0 0 0 840 0 145
Growth Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:            0 3157 1112 150 987 0 0 0 0 840 0 145
Added Vol:              0  0  0  0  62  0  0  0  0  211  0  0
PasserByVol:           0  0  0  0  0  0  0  0  0  0  0  0
Initial Fut:            0 3157 1112 150 1049 0 0 0 0 1051 0 145
User Adj:               1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:                1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:             0 3157 0 150 1049 0 0 0 0 1051 0 145
Reduct Vol:             0  0  0  0  0  0  0  0  0  0  0  0
Reduced Vol:            0 3157 0 150 1049 0 0 0 0 1051 0 145
PCE Adj:               1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:               1.00 1.00 0.00 1.10 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00
Final Vol.:             0 3157 0 165 1049 0 0 0 0 1156 0 145
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                 0.00 4.00 1.00 2.00 3.00 0.00 0.00 0.00 0.00 3.00 0.00 1.00
Final Sat.:            0 6000 1500 3000 4500 0 0 0 0 4500 0 1500
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.00 0.53 0.00 0.06 0.23 0.00 0.00 0.00 0.00 0.26 0.00 0.10
Crit Vol:              789 83 0 385
Crit Moves:            ****  ****  ****
*****

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T2/T3 Primary Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #67 IMPERIAL HWY. @ La CIENEGA BLVD.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.587
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        55          Level Of Service:          A
*****
Street Name:          La CIENEGA BLVD.          IMPERIAL HWY.
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|
Control:                Protected          Protected          Protected          Protected
Rights:                 Include          Include          Include          Include
Min. Green:             0 0 0          0 0 0          0 0 0          0 0 0
Lanes:                  2 0 1 1 1      2 0 1 1 1      2 0 3 0 2      2 0 3 0 2
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:               79 307 145 101 202 345 316 211 146 106 951 696
Growth Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:            79 307 145 101 202 345 316 211 146 106 951 696
Added Vol:               1 0 0          0 0 0          24 0 0 21 0 66 7
PasserByVol:            0 0 0          0 0 0          0 0 0 0 0 0 0
Initial Fut:            80 307 145 101 202 369 316 211 167 106 1017 703
User Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:                1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:             80 307 145 101 202 369 316 211 167 106 1017 703
Reduct Vol:             0 0 0          0 0 0          0 0 0 0 0 0 0
Reduced Vol:            80 307 145 101 202 369 316 211 167 106 1017 703
PCE Adj:                1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:                1.10 1.00 1.10 1.10 1.00 1.10 1.10 1.00 1.10 1.10 1.00 1.10
Final Vol.:             88 307 160 111 202 406 348 211 184 117 1017 773
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:               1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                  2.00 1.97 1.03 2.00 1.00 2.00 2.00 3.00 2.00 2.00 3.00 2.00
Final Sat.:             2750 2715 1410 2750 1375 2750 2750 4125 2750 2750 4125 2750
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:                0.03 0.11 0.11 0.04 0.15 0.15 0.13 0.05 0.07 0.04 0.25 0.28
Crit Vol:               44          202          174          387
Crit Moves:            ****          ****          ****          ****
*****

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T2/T3 Primary Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #68 IMPERIAL HWY @MAIN STREET
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          1.249
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          MAIN STREET          IMPERIAL HWY
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Split Phase          Split Phase          Permitted          Protected
Rights:                Ignore              Include              Include              Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  1  0  0  1          0  0  0  0  1          1  0  2  0  1          2  0  2  0  1
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:              507    1    604          0    0    5          0  906  225  547 1409    1
Growth Adj:            1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00  1.00  1.00  1.00
Initial Bse:           507    1    604          0    0    5          0  906  225  547 1409    1
Added Vol:              0    0    1          0    0    0          0  165    0    0  511    0
PasserByVol:           0    0    0          0    0    0          0    0    0    0    0    0
Initial Fut:           507    1    605          0    0    5          0 1071  225  547 1920    1
User Adj:              1.00  1.00  0.00          1.00  1.00  1.00          1.00  1.00  1.00  1.00  1.00  1.00
PHF Adj:               1.00  1.00  0.00          1.00  1.00  1.00          1.00  1.00  1.00  1.00  1.00  1.00
PHF Volume:            507    1    0          0    0    5          0 1071  225  547 1920    1
Reduct Vol:            0    0    0          0    0    0          0    0    0    0    0    0
Reduced Vol:           507    1    0          0    0    5          0 1071  225  547 1920    1
PCE Adj:               1.00  1.00  0.00          1.00  1.00  1.00          1.00  1.00  1.00  1.00  1.00  1.00
MLF Adj:               1.10  1.00  0.00          1.00  1.00  1.00          1.00  1.00  1.00  1.10  1.00  1.00
Final Vol.:            558    1    0          0    0    5          0 1071  225  602 1920    1
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425 1425  1425  1425 1425  1425 1425 1425 1425 1425 1425 1425
Adjustment:            1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                 1.99 0.01  1.00  0.00 0.00  1.00 1.00 2.00 1.00 2.00 2.00 1.00
Final Sat.:            2845  5 1425          0    0 1425  1425 2850 1425 2850 2850 1425
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.20 0.20  0.00  0.00 0.00  0.00 0.38 0.16 0.21 0.67 0.00
Crit Vol:              279          5          536          960
Crit Moves:           ****          ****          ****          ****
*****

```

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T2/T3 Primary Lot

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #69 IMPERIAL HWY @ PERSHING DR.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.593

Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 46 Level Of Service: A

Street Name: PERSHING DR./HYPERION DWY. IMPERIAL HWY

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

-----|-----|-----|-----|-----|-----|

Control: Split Phase Split Phase Protected Permitted

Rights: Include Include Include Ovl

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

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

-----|-----|-----|-----|-----|-----|

Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M

Base Vol: 0 1 4 788 0 92 208 341 1 8 404 1475

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 0 1 4 788 0 92 208 341 1 8 404 1475

Added Vol: 0 0 0 165 0 0 0 0 0 0 0 512

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 0 1 4 953 0 92 208 341 1 8 404 1987

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 0 1 4 953 0 92 208 341 1 8 404 1987

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 0 1 4 953 0 92 208 341 1 8 404 1987

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.10 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.10

Final Vol.: 0 1 4 1048 0 92 229 341 1 8 404 2186

-----|-----|-----|-----|-----|-----|

Saturation Flow Module:

Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 0.00 0.20 0.80 2.00 0.00 1.00 2.00 1.99 0.01 1.00 2.00 2.00

Final Sat.: 0 285 1140 2850 0 1425 2850 2842 8 1425 2850 2850

-----|-----|-----|-----|-----|-----|

Capacity Analysis Module:

Vol/Sat: 0.00 0.00 0.00 0.37 0.00 0.06 0.08 0.12 0.12 0.01 0.14 0.77

Crit Vol: 5 524 114 202

Crit Moves: **** **** **** ****

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T2/T3 Primary Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #71 IMPERIAL HWY @ SEPULVEDA BL.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):      1.187
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          SEPULVEDA BL.          IMPERIAL HWY
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Protected          Protected          Protected          Protected
Rights:               Include          Include          Include          Include
Min. Green:           0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                1  0  3  0  1      2  0  3  1  0      2  0  3  0  1      2  0  3  0  1
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:             111 1911  579  406 2322  11  261 230  69  222 250  463
Growth Adj:           1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
Initial Bse:          111 1911  579  406 2322  11  261 230  69  222 250  463
Added Vol:            18  34  0  0  0  0  1  0  0  0  47  154
PasserByVol:          0  0  0  0  0  0  0  0  0  0  0  0
Initial Fut:          129 1945  579  406 2322  11  262 230  69  222 297  617
User Adj:             1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Volume:           129 1945  579  406 2322  11  262 230  69  222 297  617
Reduct Vol:           0  0  0  0  0  0  0  0  0  0  0  0
Reduced Vol:          129 1945  579  406 2322  11  262 230  69  222 297  617
PCE Adj:              1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00  1.10 1.00  1.00 1.10 1.00  1.00 1.10 1.00  1.00
Final Vol.:           129 1945  579  447 2322  11  288 230  69  244 297  617
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375  1375  1375 1375  1375 1375 1375  1375 1375 1375  1375
Adjustment:           1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
Lanes:                1.00 3.00  1.00  2.00 3.98  0.02 2.00 3.00  1.00 2.00 3.00  1.00
Final Sat.:           1375 4125  1375  2750 5474  26  2750 4125  1375 2750 4125  1375
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.09 0.47  0.42  0.16 0.42  0.42 0.10 0.06  0.05 0.09 0.07  0.45
Crit Vol:              648          223          144          617
Crit Moves:           ****          ****          ****          ****
*****

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T2/T3 Primary Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #73 IMPERIAL HWY @ NASH ST.
*****
Cycle (sec):      100          Critical Vol./Cap. (X):      0.918
Loss Time (sec):  0 (Y+R = 4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:    180          Level Of Service:      E
*****
Street Name:  FWY 105 OFF RAMP/ NASH STREET          IMPERIAL HWY.
Approach:     North Bound          South Bound          East Bound          West Bound
Movement:     L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|
Control:      Split Phase          Split Phase          Permitted          Protected
Rights:       Include          Include          Include          Include
Min. Green:   0 0 0 0          0 0 0 0          0 0 0 0          0 0 0 0
Lanes:        1 0 0 0 2          1 1 0 1 1          0 0 2 1 0          2 0 3 0 0
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M
Base Vol:     58 0 55 431 1046 578 0 658 113 262 1046 0
Growth Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:   58 0 55 431 1046 578 0 658 113 262 1046 0
Added Vol:    3 0 0 0 0 0 0 0 0 0 0 198 0
PasserByVol:  0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:  61 0 55 431 1046 578 0 658 113 262 1244 0
User Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:   61 0 55 431 1046 578 0 658 113 262 1244 0
Reduced Vol:  0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:  61 0 55 431 1046 578 0 658 113 262 1244 0
PCE Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.10 1.10 1.00 1.10 1.00 1.00 1.00 1.10 1.00 1.00
Final Vol.:   61 0 61 474 1046 636 0 658 113 288 1244 0
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:     1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:        1.00 0.00 2.00 1.00 1.82 1.18 0.00 2.56 0.44 2.00 3.00 0.00
Final Sat.:   1425 0 2850 1425 2590 1685 0 3648 627 2850 4275 0
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.04 0.00 0.02 0.33 0.40 0.38 0.00 0.18 0.18 0.10 0.29 0.00
Crit Vol:     61 576 257 415
Crit Moves:   ****          ****          ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #74 IMPERIAL HWY. @ 105 RAMP
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          1.035
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          / 105 RAMP          IMPERIAL HWY.
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|-----|-----|-----|
Control:               Split Phase          Split Phase          Permitted          Protected
Rights:                Ovl          Ovl          Include          Include
Min. Green:            0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                 2  0  0  0  2          0  0  0  0  0          0  0  2  1  1          2  0  2  0  0
-----|-----|-----|-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:              1113  0  370          0  0  0          0  301  364  113  1138  0
Growth Adj:            1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Initial Bse:            1113  0  370          0  0  0          0  301  364  113  1138  0
Added Vol:              159  0  0          0  0  0          0  21  21  0  91  0
PasserByVol:           0  0  0          0  0  0          0  0  0  0  0  0
Initial Fut:            1272  0  370          0  0  0          0  322  385  113  1229  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:            1272  0  370          0  0  0          0  322  385  113  1229  0
Reduct Vol:            0  0  0          0  0  0          0  0  0  0  0  0
Reduced Vol:            1272  0  370          0  0  0          0  322  385  113  1229  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.:             1399  0  407          0  0  0          0  322  424  124  1229  0
-----|-----|-----|-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425  1425  1425  1425  1425  1425  1425  1425  1425  1425  1425  1425
Adjustment:            1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Lanes:                 2.00  0.00  2.00  0.00  0.00  0.00  0.00  2.00  2.00  2.00  2.00  0.00
Final Sat.:            2850  0  2850          0  0  0          0  2850  2850  2850  2850  0
-----|-----|-----|-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.49  0.00  0.14  0.00  0.00  0.00  0.00  0.11  0.15  0.04  0.43  0.00
Crit Vol:               700          0          161          615
Crit Moves:            ****          ****          ****
*****

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T2/T3 Primary Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #75 IMPERIAL HWY. @ 405 NORTH RAMP
*****
Cycle (sec):      100          Critical Vol./Cap. (X):      0.650
Loss Time (sec):   0 (Y+R = 4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:     53          Level Of Service:          B
*****
Street Name:      405 NORTH RAMP          IMPERIAL HWY
Approach:         North Bound          South Bound          East Bound          West Bound
Movement:        L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:         Split Phase          Split Phase          Permitted          Permitted
Rights:          Include             Include             Ignore             Ignore
Min. Green:      0 0 0          0 0 0          0 0 0          0 0 0
Lanes:           1 0 1! 0 0          0 0 0 0 0          0 0 2 1 1          0 0 2 1 1
-----|-----|-----|-----|-----|
Volume Module:   >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:        636 0 76          0 0 0          0 382 79          0 1542 576
Growth Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:     636 0 76          0 0 0          0 382 79          0 1542 576
Added Vol:       0 0 0          0 0 0          0 0 0          0 73 0
PasserByVol:    0 0 0          0 0 0          0 0 0          0 0 0
Initial Fut:     636 0 76          0 0 0          0 382 79          0 1615 576
User Adj:        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 0.00 1.00 1.00 0.00
PHF Volume:      636 0 76          0 0 0          0 382 0          0 1615 0
Reduct Vol:     0 0 0          0 0 0          0 0 0          0 0 0
Reduced Vol:    636 0 76          0 0 0          0 382 0          0 1615 0
PCE Adj:         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 0.00 1.00 1.00 0.00
Final Vol.:     700 0 76          0 0 0          0 382 0          0 1615 0
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:        1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:           1.80 0.00 0.20 0.00 0.00 0.00 0.00 3.00 1.00 0.00 3.00 1.00
Final Sat.:     2571 0 279          0 0 0          0 4275 1425          0 4275 1425
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:         0.27 0.00 0.27 0.00 0.00 0.00 0.00 0.09 0.00 0.00 0.38 0.00
Crit Vol:        388          0          0          538
Crit Moves:      ****          ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #89 La CIENEGA BLVD. @ LENNOX BLVD
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.665
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        56          Level Of Service:          B
*****
Street Name:          La CIENEGA BLVD.          LENNOX BLVD
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|
Control:              Permitted          Permit+Prot          Split Phase          Split Phase
Rights:               Include          Include          Include          Include
Min. Green:           0 0 1 1 0          0 0 0 0          0 0 0 0          0 0 0 0
Lanes:                0 0 1 1 0          1 0 2 1 0          0 0 0 0 0          1 1 0 0 1
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:             0 1077 101 67 433 29 0 0 0 171 0 287
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          0 1077 101 67 433 29 0 0 0 171 0 287
Added Vol:            0 7 0 0 4 0 0 0 0 0 0 1
PasserByVol:          0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:          0 1084 101 67 437 29 0 0 0 171 0 288
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           0 1084 101 67 437 29 0 0 0 171 0 288
Reduct Vol:           0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:          0 1084 101 67 437 29 0 0 0 171 0 288
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00
Final Vol.:           0 1084 101 67 437 29 0 0 0 188 0 288
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                0.00 1.83 0.17 1.00 2.81 0.19 0.00 0.00 0.00 2.00 0.00 1.00
Final Sat.:           0 2607 243 1425 4009 266 0 0 0 2850 0 1425
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.42 0.42 0.05 0.11 0.11 0.00 0.00 0.00 0.07 0.00 0.20
Crit Vol:              592 67 0 0 0 0 0 0 0 288
Crit Moves:           **** **** ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #94 La CIENEGA BLVD. @ 111TH STREET
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.459
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        34          Level Of Service:          A
*****
Street Name:          La CIENEGA BLVD.          / 111TH STREET
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Split Phase          Split Phase
Rights:               Include          Include          Include          Include
Min. Green:           0 0 0          0 0 0          0 0 0          0 0 0
Lanes:                1 0 2 0 0          0 0 2 1 0          2 0 0 0 1          0 0 0 0 0
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:             214 1191          0 0 462 112          45 0 55          0 0 0
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          214 1191          0 0 462 112          45 0 55          0 0 0
Added Vol:            0 7 0          0 4 0          0 0 0          0 0 0
PasserByVol:          0 0 0          0 0 0          0 0 0          0 0 0
Initial Fut:          214 1198          0 0 466 112          45 0 55          0 0 0
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           214 1198          0 0 466 112          45 0 55          0 0 0
Reduct Vol:           0 0 0          0 0 0          0 0 0          0 0 0
Reduced Vol:          214 1198          0 0 466 112          45 0 55          0 0 0
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00
Final Vol.:           214 1198          0 0 466 112          50 0 55          0 0 0
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                1.00 2.00 0.00 0.00 2.42 0.58 2.00 0.00 1.00 0.00 0.00 0.00
Final Sat.:           1425 2850          0 0 3447 828          2850 0 1425          0 0 0
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.15 0.42 0.00          0.00 0.14 0.14 0.02 0.00 0.04 0.00 0.00 0.00
Crit Vol:              599          0          55          0
Crit Moves:           ****          ****          ****
*****

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T2/T3 Primary Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #96 La CIENEGA BLVD. @ 405 S/B RAPM
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          1.034
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          La CIENEGA BLVD.          405 N/B RAPM
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|-----|-----|-----|
Control:                Permitted          Permitted          Split Phase          Split Phase
Rights:                  Ovl          Include          Include          Include
Min. Green:              0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                   0  0  1  1  1          1  0  2  0  0          0  0  0  0  0          1  0  1!  0  0
-----|-----|-----|-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:                0 1926 143 144 419 0 0 0 0 586 0 87
Growth Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:              0 1926 143 144 419 0 0 0 0 586 0 87
Added Vol:                0  0  0  0  4  0  0  0  0  0  0  1
PasserByVol:              0  0  0  0  0  0  0  0  0  0  0  0
Initial Fut:              0 1926 143 144 423 0 0 0 0 586 0 88
User Adj:                 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:                  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:                0 1926 143 144 423 0 0 0 0 586 0 88
Reduct Vol:                0  0  0  0  0  0  0  0  0  0  0  0
Reduced Vol:              0 1926 143 144 423 0 0 0 0 586 0 88
PCE Adj:                  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:                  1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00
Final Vol.:                0 1926 157 144 423 0 0 0 0 645 0 88
-----|-----|-----|-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:                1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                    0.00 2.00 1.00 1.00 2.00 0.00 0.00 0.00 0.00 1.76 0.00 0.24
Final Sat.:                0 2850 1425 1425 2850 0 0 0 0 2508 0 342
-----|-----|-----|-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:                  0.00 0.68 0.11 0.10 0.15 0.00 0.00 0.00 0.00 0.26 0.00 0.26
Crit Vol:                  963          144          0          366
Crit Moves:                ****          ****          ****
*****

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T2/T3 Primary Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #97 La CIENEGA BLVD. @ 405 S/B RAMP
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.555
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        51          Level Of Service:          A
*****
Street Name:          La CIENEGA BLVD.          405 S/B RAMP
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|
Control:              Protected          Protected          Split Phase          Split Phase
Rights:               Include          Include          Include          Ovl
Min. Green:           0 0 0          0 0 0          0 0 0          0 0 0
Lanes:                0 0 1 1 0          2 0 1 1 0          0 0 0 0 1          0 0 0 0 2
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             0 962 45 457 538 20 0 0 2 0 0 109
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          0 962 45 457 538 20 0 0 2 0 0 109
Added Vol:            0 7 0 4 4 0 0 0 0 0 0 0
PasserByVol:         0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:          0 969 45 461 542 20 0 0 2 0 0 109
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           0 969 45 461 542 20 0 0 2 0 0 109
Reduct Vol:           0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:          0 969 45 461 542 20 0 0 2 0 0 109
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.10
Final Vol.:           0 969 45 507 542 20 0 0 2 0 0 120
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                0.00 1.91 0.09 2.00 1.93 0.07 0.00 0.00 1.00 0.00 0.00 2.00
Final Sat.:           0 2628 122 2750 2652 98 0 0 1375 0 0 2750
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.37 0.37 0.18 0.20 0.20 0.00 0.00 0.00 0.00 0.00 0.04
Crit Vol:             507 254 2 0
Crit Moves:          **** **** **** ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #98 La CIENEGA BLVD. @ 405 S/B RAMP
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.623
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        49          Level Of Service:          B
*****
Street Name:          La CIENEGA BLVD.          405 S/B RAMP
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Split Phase          Split Phase
Rights:               Include          Include          Include          Include
Min. Green:           0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                1  0  2  0  1    1  0  2  1  0    0  0  1!  0  0    2  0  0  0  1
-----|-----|-----|-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:             34 1303 164 75 452 0 5 0 30 203 0 82
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          34 1303 164 75 452 0 5 0 30 203 0 82
Added Vol:            0  7  0  0  4  0  0  0  0  20  0  0
PasserByVol:         0  0  0  0  0  0  0  0  0  0  0  0
Initial Fut:          34 1310 164 75 456 0 5 0 30 223 0 82
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           34 1310 164 75 456 0 5 0 30 223 0 82
Reduct Vol:          0  0  0  0  0  0  0  0  0  0  0  0
Reduced Vol:          34 1310 164 75 456 0 5 0 30 223 0 82
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00
Final Vol.:           34 1310 164 75 456 0 5 0 30 245 0 82
-----|-----|-----|-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                1.00 2.00 1.00 1.00 3.00 0.00 0.14 0.00 0.86 2.00 0.00 1.00
Final Sat.:           1425 2850 1425 1425 4275 0 204 0 1221 2850 0 1425
-----|-----|-----|-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.02 0.46 0.12 0.05 0.11 0.00 0.02 0.00 0.02 0.09 0.00 0.06
Crit Vol:              655 75 35 123
Crit Moves:           ****  ****  ****  ****
*****

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Study Area Intersection Capacity Analysis

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T2/T3 Primary Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #101 SEPULVEDA BLVD. @ LA TIJERA BLVD.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.810
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        120          Level Of Service:          D
*****
Street Name:          Sepulveda Boulevard          La Tijera Boulevard
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Prot+Permit          Prot+Permit          Prot+Permit          Prot+Permit
Rights:               Include             Include             Include             Include
Min. Green:           0 0 0 0            0 0 0 0            0 0 0 0            0 0 0 0
Lanes:                1 0 3 0 1          1 0 3 0 1          1 0 2 0 1          1 0 1 1 0
-----|-----|-----|-----|
Volume Module:
Base Vol:             48 2008 105        24 1363 45        76 156 80        341 189 33
Growth Adj:           1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
Initial Bse:          48 2008 105        24 1363 45        76 156 80        341 189 33
Added Vol:             0 0 0 0            0 273 0            0 0 0 0            1 5 0 0
PasserByVol:          0 0 0 0            0 0 0 0            0 0 0 0            0 0 0 0
Initial Fut:          48 2008 105        24 1636 45        76 156 80        342 194 33
User Adj:             1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
PHF Volume:           48 2008 105        24 1636 45        76 156 80        342 194 33
Reduct Vol:           0 0 0 0            0 0 0 0            0 0 0 0            0 0 0 0
Reduced Vol:          48 2008 105        24 1636 45        76 156 80        342 194 33
PCE Adj:              1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
Final Vol.:           48 2008 105        24 1636 45        76 156 80        342 194 33
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375 1375    1375 1375 1375    1375 1375 1375    1375 1375 1375
Adjustment:           1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
Lanes:                1.00 3.00 1.00    1.00 3.00 1.00    1.00 2.00 1.00    1.00 1.71 0.29
Final Sat.:           1375 4125 1375    1375 4125 1375    1375 2750 1375    1375 2350 400
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.03 0.49 0.08    0.02 0.40 0.03    0.06 0.06 0.06    0.25 0.08 0.08
Crit Vol:              669          24          78          342
Crit Moves:           ****          ****          ****          ****
*****

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T2/T3 Primary Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #108 SEPULVEDA BLVD. @ LINCOLN BLVD.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.904
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          SEPULVEDA BOULEVARD          LINCOLN BOULEVARD
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|-----|-----|-----|
Control:               Protected          Permitted          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0 0 0          0 0 0          0 0 0          0 0 0
Lanes:                 4 0 2 1 0          0 0 3 1 0          0 0 0 0 4          0 0 1! 0 0
-----|-----|-----|-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              2120 2315          0 0 1486 27          0 0 1180          0 0 0
Growth Adj:            1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:           2120 2315          0 0 1486 27          0 0 1180          0 0 0
Added Vol:             11 364          0 0 0 0          0 0 0          0 0 0
PasserByVol:           0 0          0 0 0 0          0 0 0          0 0 0
Initial Fut:           2131 2679          0 0 1486 27          0 0 1180          0 0 0
User Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:               1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Volume:            2131 2679          0 0 1486 27          0 0 1180          0 0 0
Reduct Vol:            0 0          0 0 0 0          0 0 0          0 0 0
Reduced Vol:           2131 2679          0 0 1486 27          0 0 1180          0 0 0
PCE Adj:               1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
MLF Adj:               1.10 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.10          1.00 1.00 1.00
Final Vol.:            2344 2679          0 0 1486 27          0 0 1298          0 0 0
-----|-----|-----|-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425 1425 1425          1425 1425 1425          1425 1425 1425          1425 1425 1425
Adjustment:            1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Lanes:                 4.00 3.00 0.00          0.00 3.93 0.07          0.00 0.00 4.00          0.00 1.00 0.00
Final Sat.:            5700 4275          0 0 5598 102          0 0 5700          0 1425 0
-----|-----|-----|-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.41 0.63 0.00          0.00 0.27 0.27          0.00 0.00 0.23          0.00 0.00 0.00
Crit Vol:               586          378          325          0
Crit Moves:            ****          ****          ****
*****

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T2/T3 Primary Lot

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

 Intersection #114 SEPULVEDA BLVD. @ MANCHESTER AVE.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.993
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: E

Street Name:	Sepulveda Boulevard				Manchester Avenue															
Approach:	North Bound		South Bound		East Bound		West Bound													
Movement:	L	T	R	L	T	R	L	T	R	L	T	R								
Control:	Prot+Permit		Prot+Permit		Protected		Prot+Permit													
Rights:	Ovl		Ovl		Ovl		Ovl													
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0								
Lanes:	1	0	3	0	1	1	0	3	0	1	2	0	2	0	1	1	0	1	1	0

Volume Module:

Base Vol:	79	1947	61	106	1103	87	118	268	86	57	677	413
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	79	1947	61	106	1103	87	118	268	86	57	677	413
Added Vol:	0	0	0	0	273	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	79	1947	61	106	1376	87	118	268	86	57	677	413
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	79	1947	61	106	1376	87	118	268	86	57	677	413
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	1947	61	106	1376	87	118	268	86	57	677	413
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	79	1947	61	106	1376	87	130	268	86	57	677	413

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	2.00	1.00	1.00	1.24	0.76
Final Sat.:	1375	4125	1375	1375	4125	1375	2750	2750	1375	1375	1708	1042

Capacity Analysis Module:

Vol/Sat:	0.06	0.47	0.04	0.08	0.33	0.06	0.05	0.10	0.06	0.04	0.40	0.40
Crit Vol:		649		106			65			545		
Crit Moves:	****		****			****			****			

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T2/T3 Primary Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #123 WESTCHESTER PARKWAY @ PERSHING DRIVE
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.702
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        62          Level Of Service:          C
*****
Street Name:          Pershing Drive          Westchester Parkway
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:                Permitted          Protected          Permitted          Permitted
Rights:                  Include          Include          Include          Include
Min. Green:             0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                  0  0  2  0  1      1  0  2  0  0      0  0  0  0  0      2  0  0  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:               0 1180  444  70 502  0  0  0  0  291  0  61
Growth Adj:             1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:            0 1180  444  70 502  0  0  0  0  291  0  61
Added Vol:              0  0  208  0  0  0  0  0  0  214  0  0
PasserByVol:           0  0  0  0  0  0  0  0  0  0  0  0
Initial Fut:            0 1180  652  70 502  0  0  0  0  505  0  61
User Adj:               1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:                1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:             0 1180  652  70 502  0  0  0  0  505  0  61
Reduct Vol:            0  0  0  0  0  0  0  0  0  0  0  0
Reduced Vol:           0 1180  652  70 502  0  0  0  0  505  0  61
PCE Adj:               1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:               1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:            0 1180  652  70 502  0  0  0  0  556  0  61
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425 1425  1425  1425 1425  1425 1425 1425  1425 1425 1425  1425
Adjustment:            1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
Lanes:                 0.00 2.00  1.00  1.00 2.00  0.00 0.00 0.00  0.00 2.00 0.00  1.00
Final Sat.:            0 2850  1425  1425 2850  0  0  0  0  2850  0  1425
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.00 0.41  0.46  0.05 0.18  0.00 0.00 0.00  0.00 0.19 0.00  0.04
Crit Vol:              652  70 0  278
Crit Moves:            ****  ****  ****
*****

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T2/T3 Primary Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #135 SEPULVEDA BLVD. @ WESTCHESTER PARKWAY
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          1.161
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          Sepulveda Boulevard          Westchester Parkway
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:                Prot+Permit          Prot+Permit          Prot+Permit          Prot+Permit
Rights:                  Include          Include          Include          Include
Min. Green:              0 0 0          0 0 0          0 0 0          0 0 0
Lanes:                   1 0 3 0 1          1 0 3 0 1          1 0 1 1 0          1 0 1 1 0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:                186 2223          25 142 1693          68 15 155          77 190 582          346
Growth Adj:              1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:              186 2223          25 142 1693          68 15 155          77 190 582          346
Added Vol:                364 0          0 2 0          273 0 0          0 0 5          0
PasserByVol:              0 0          0 0          0 0          0 0          0 0
Initial Fut:              550 2223          25 144 1693          341 15 155          77 190 587          346
User Adj:                 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:                  1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Volume:               550 2223          25 144 1693          341 15 155          77 190 587          346
Reduct Vol:                0 0          0 0          0 0          0 0          0 0
Reduced Vol:              550 2223          25 144 1693          341 15 155          77 190 587          346
PCE Adj:                  1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
MLF Adj:                  1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Final Vol.:               550 2223          25 144 1693          341 15 155          77 190 587          346
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:                1375 1375          1375 1375 1375          1375 1375 1375          1375 1375 1375
Adjustment:              1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Lanes:                   1.00 3.00          1.00 1.00 3.00          1.00 1.34 0.66          1.00 1.26 0.74
Final Sat.:              1375 4125          1375 1375 4125          1375 1837 913          1375 1730 1020
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:                 0.40 0.54          0.02 0.10 0.41          0.25 0.01 0.08          0.08 0.14 0.34          0.34
Crit Vol:                 550          564          15          466
Crit Moves:              ****          ****          ****          ****
*****

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T2/T3 Primary Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #136 SEPULVEDA @ 76th/77th STREET
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          1.046
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          Sepulveda Boulevard          76th/77th Street
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:                Permitted          Permitted          Permitted          Permitted
Rights:                  Include          Include          Include          Include
Min. Green:              0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                   1  0  3  0  1      1  0  3  0  1      2  0  1  0  1      1  0  1  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:                70 2145  11  38 1375  220  778  80  82  43 119  388
Growth Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00  1.00  1.00 1.00 1.00  1.00
Initial Bse:              70 2145  11  38 1375  220  778  80  82  43 119  388
Added Vol:                0  0  0          0  273  0          0  0  0          0  0  0
PasserByVol:              0  0  0          0  0  0          0  0  0          0  0  0
Initial Fut:              70 2145  11  38 1648  220  778  80  82  43 119  388
User Adj:                 1.00 1.00  1.00  1.00 1.00  1.00  1.00  1.00  1.00 1.00 1.00  1.00
PHF Adj:                  1.00 1.00  1.00  1.00 1.00  1.00  1.00  1.00  1.00 1.00 1.00  1.00
PHF Volume:              70 2145  11  38 1648  220  778  80  82  43 119  388
Reduct Vol:                0  0  0          0  0  0          0  0  0          0  0  0
Reduced Vol:              70 2145  11  38 1648  220  778  80  82  43 119  388
PCE Adj:                  1.00 1.00  1.00  1.00 1.00  1.00  1.00  1.00  1.00 1.00 1.00  1.00
MLF Adj:                  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00 1.00 1.00  1.00
Final Vol.:               70 2145  11  38 1648  220  856  80  82  43 119  388
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:                1500 1500  1500  1500 1500  1500 1500  1500  1500 1500 1500  1500
Adjustment:              1.00 1.00  1.00  1.00 1.00  1.00 1.00  1.00  1.00 1.00 1.00  1.00
Lanes:                   1.00 3.00  1.00  1.00 3.00  1.00  2.00 1.00  1.00 1.00 1.00  1.00
Final Sat.:              1500 4500  1500  1500 4500  1500  3000 1500  1500 1500 1500  1500
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:                 0.05 0.48  0.01  0.03 0.37  0.15  0.29 0.05  0.05  0.03 0.08  0.26
Crit Vol:                  715          38          428          388
Crit Moves:                ****          ****          ****          ****
*****

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T2/T3 Primary Lot

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

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

Cycle (sec): 100 Critical Vol./Cap. (X): 0.903

Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 148 Level Of Service: E

Street Name: Sepulveda Boulevard 79th/80th Street

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

-----|-----|-----|-----|-----|

Control: Permitted Permitted Permitted Permitted

Rights: Include Include Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Lanes: 1 0 2 1 0 1 0 3 0 1 1 0 1 0 1 0

-----|-----|-----|-----|-----|

Volume Module:

Base Vol: 148 2346 30 36 1284 199 178 98 155 48 218 130

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 148 2346 30 36 1284 199 178 98 155 48 218 130

Added Vol: 0 0 0 0 0 273 0 0 0 0 0 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 148 2346 30 36 1557 199 178 98 155 48 218 130

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 148 2346 30 36 1557 199 178 98 155 48 218 130

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 148 2346 30 36 1557 199 178 98 155 48 218 130

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Final Vol.: 148 2346 30 36 1557 199 178 98 155 48 218 130

-----|-----|-----|-----|-----|

Saturation Flow Module:

Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 1.00 2.96 0.04 1.00 3.00 1.00 1.00 1.00 1.00 1.00 0.63 0.37

Final Sat.: 1500 4443 57 1500 4500 1500 1500 1500 1500 1500 940 560

-----|-----|-----|-----|-----|

Capacity Analysis Module:

Vol/Sat: 0.10 0.53 0.53 0.02 0.35 0.13 0.12 0.07 0.10 0.03 0.23 0.23

Crit Vol: 792 36 178 348

Crit Moves: **** **** **** ****

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T2/T3 Primary Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #138 SEPULVEDA BLVD. @ 83rd STREET
*****
Cycle (sec):          100          Critical Vol./Cap. (X):      0.757
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        59          Level Of Service:          C
*****
Street Name:          Sepulveda Boulevard          83rd Street
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include            Include            Include            Include
Min. Green:           0  0  0            0  0  0            0  0  0            0  0  0
Lanes:                1  0  2  1  0      1  0  2  1  0      0  0  1!  0  0      1  0  0  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             42 2207   19   30 1323   37   75  69   45   25 130   159
Growth Adj:           1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          42 2207   19   30 1323   37   75  69   45   25 130   159
Added Vol:            0  0  0            0  273   0     0  0  0     0  0  0
PasserByVol:         0  0  0            0  0  0     0  0  0     0  0  0
Initial Fut:          42 2207   19   30 1596   37   75  69   45   25 130   159
User Adj:             1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           42 2207   19   30 1596   37   75  69   45   25 130   159
Reduct Vol:           0  0  0            0  0  0     0  0  0     0  0  0
Reduced Vol:          42 2207   19   30 1596   37   75  69   45   25 130   159
PCE Adj:              1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:           42 2207   19   30 1596   37   75  69   45   25 130   159
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500   1500 1500 1500   1500 1500 1500 1500 1500 1500
Adjustment:           1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                1.00 2.97   0.03 1.00 2.93 0.07 0.40 0.36 0.24 1.00 0.45 0.55
Final Sat.:           1500 4462   38 1500 4398 102 595 548 357 1500 675 825
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.03 0.49   0.49 0.02 0.36 0.36 0.13 0.13 0.13 0.02 0.19 0.19
Crit Vol:              742          30          75          289
Crit Moves:           ****          ****          ****          ****
*****

```

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T2/T3 Primary Lot

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #1000 La CIENEGA BLVD. @ 104 TH STREET

Cycle (sec): 100 Critical Vol./Cap. (X): 0.474

Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 35 Level Of Service: A

Street Name: La CIENEGA BLVD. 104 TH STREET

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

-----|-----|-----|-----|-----|-----|

Control: Prot+Permit Permitted Permitted Permitted

Rights: Include Include Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

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

-----|-----|-----|-----|-----|-----|

Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.

Base Vol: 397 1012 12 13 481 88 20 0 81 6 0 14

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 397 1012 12 13 481 88 20 0 81 6 0 14

Added Vol: 0 7 0 0 4 0 0 0 0 0 0 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 397 1019 12 13 485 88 20 0 81 6 0 14

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 397 1019 12 13 485 88 20 0 81 6 0 14

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 397 1019 12 13 485 88 20 0 81 6 0 14

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Final Vol.: 397 1019 12 13 485 88 20 0 81 6 0 14

-----|-----|-----|-----|-----|-----|

Saturation Flow Module:

Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 1.00 1.98 0.02 1.00 2.54 0.46 1.00 1.00 1.00 0.30 0.00 0.70

Final Sat.: 1425 2817 33 1425 3618 657 1425 1425 1425 428 0 998

-----|-----|-----|-----|-----|-----|

Capacity Analysis Module:

Vol/Sat: 0.28 0.36 0.36 0.01 0.13 0.13 0.01 0.00 0.06 0.01 0.00 0.01

Crit Vol: 397 191 81 6

Crit Moves: **** **** **** ****

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Study Area Intersection Capacity Analysis

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T2/T3 Primary Lot

Scenario Report

Scenario: Future 2019 Without-PM Peak

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

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T2/T3 Primary Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #14 AVIATION BLVD. @ CENTURY BLVD.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          1.039
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          AVIATION BLVD.          CENTURY BLVD.
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|-----|-----|-----|
Control:              Protected          Protected          Protected          Protected
Rights:               Include          Include          Include          Include
Min. Green:           0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                2  0  1  1  0          2  0  2  0  1          1  0  3  1  0          1  0  3  1  0
-----|-----|-----|-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             496  576  135  114  536  153  155  2135  496  110  1317  159
Growth Adj:           1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Initial Bse:           496  576  135  114  536  153  155  2135  496  110  1317  159
Added Vol:             71   5   0   14  12   0   0  256  43   0   2   4
PasserByVol:          0   0   0   0   0   0   0   0   0   0   0   0
Initial Fut:           567  581  135  128  548  153  155  2391  539  110  1319  163
User Adj:             1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Adj:              1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Volume:           567  581  135  128  548  153  155  2391  539  110  1319  163
Reduct Vol:           0   0   0   0   0   0   0   0   0   0   0   0
Reduced Vol:          567  581  135  128  548  153  155  2391  539  110  1319  163
PCE Adj:              1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
MLF Adj:              1.10  1.00  1.00  1.10  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Final Vol.:           624  581  135  141  548  153  155  2391  539  110  1319  163
-----|-----|-----|-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375  1375  1375  1375  1375  1375  1375  1375  1375  1375  1375  1375
Adjustment:           1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Lanes:                2.00  1.62  0.38  2.00  2.00  1.00  1.00  3.26  0.74  1.00  3.56  0.44
Final Sat.:           2750  2231  519  2750  2750  1375  1375  4488  1012  1375  4895  605
-----|-----|-----|-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.23  0.26  0.26  0.05  0.20  0.11  0.11  0.53  0.53  0.08  0.27  0.27
Crit Vol:             312          274          732          110
Crit Moves:          ****          ****          ****          ****
*****

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T2/T3 Primary Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #16 IMPERIAL HWY. @ AVIATION BL.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.831
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        135          Level Of Service:          D
*****
Street Name:          AVIATION BL.          IMPERIAL HWY.
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Protected          Protected          Protected          Protected
Rights:                Ovl          Ovl          Include          Ovl
Min. Green:            0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                 2  0  2  0  1          2  0  1  1  1          2  0  2  1  0          2  0  3  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              149  395  256  404  630  135  245  1312  287  177  458  434
Growth Adj:            1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Initial Bse:           149  395  256  404  630  135  245  1312  287  177  458  434
Added Vol:              2   0   0   52   1   2   5  173  20   0   5   71
PasserByVol:           0   0   0   0   0   0   0   0   0   0   0   0
Initial Fut:           151  395  256  456  631  137  250  1485  307  177  463  505
User Adj:              1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Adj:               1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Volume:            151  395  256  456  631  137  250  1485  307  177  463  505
Reduct Vol:            0   0   0   0   0   0   0   0   0   0   0   0
Reduced Vol:           151  395  256  456  631  137  250  1485  307  177  463  505
PCE Adj:               1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
MLF Adj:               1.10  1.00  1.00  1.10  1.00  1.10  1.10  1.00  1.00  1.10  1.00  1.00
Final Vol.:            166  395  256  502  631  151  275  1485  307  195  463  505
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1375  1375  1375  1375  1375  1375  1375  1375  1375  1375  1375  1375
Adjustment:            1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Lanes:                 2.00  2.00  1.00  2.00  2.00  1.00  2.00  2.49  0.51  2.00  3.00  1.00
Final Sat.:            2750  2750  1375  2750  2750  1375  2750  3418  707  2750  4125  1375
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.06  0.14  0.19  0.18  0.23  0.11  0.10  0.43  0.43  0.07  0.11  0.37
Crit Vol:              198          251          597          97
Crit Moves:            ****          ****          ****          ****
*****

```

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T2/T3 Primary Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #19 AVIATION BLVD. @ 111TH
*****
Cycle (sec):      100          Critical Vol./Cap. (X):      0.603
Loss Time (sec):  0 (Y+R = 4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:    57          Level Of Service:      B
*****
Street Name:      AVIATION BLVD.          111TH STREET
Approach:         North Bound          South Bound          East Bound          West Bound
Movement:        L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:         Protected          Protected          Protected          Protected
Rights:          Ovl          Include          Include          Ovl
Min. Green:      0  0  0          0  0  0          0  0  0          0  0  0
Lanes:           1  0  1  1  0          1  0  1  1  0          1  0  0  1  0          1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:        14 1066   35   39 1212   72   66  89   26   30  45   67
Growth Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    14 1066   35   39 1212   72   66  89   26   30  45   67
Added Vol:      0   76   0    0   55   0    0   0   0    0   0   0
PasserByVol:    0   0   0    0   0   0    0   0   0    0   0   0
Initial Fut:    14 1142   35   39 1267   72   66  89   26   30  45   67
User Adj:       1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:        1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     14 1142   35   39 1267   72   66  89   26   30  45   67
Reduct Vol:     0   0   0    0   0   0    0   0   0    0   0   0
Reduced Vol:    14 1142   35   39 1267   72   66  89   26   30  45   67
PCE Adj:        1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:        1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:     14 1142   35   39 1267   72   66  89   26   30  45   67
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:       1375 1375  1375  1375 1375  1375 1375 1375  1375 1375 1375  1375
Adjustment:     1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
Lanes:          1.00 1.94  0.06  1.00 1.89  0.11  1.00 0.77  0.23  1.00 1.00  1.00
Final Sat.:     1375 2668   82  1375 2602  148  1375 1064  311  1375 1375  1375
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:        0.01 0.43  0.43  0.03 0.49  0.49  0.05 0.08  0.08  0.02 0.03  0.05
Crit Vol:       14          670          115          30
Crit Moves:     ****          ****          ****          ****
*****

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T2/T3 Primary Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #36 La CIENEGA BLVD. @ CENTURY BLVD
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          1.069
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          La CIENEGA BLVD.          CENTURY BLVD.
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|
Control:               Prot+Permit          Prot+Permit          Prot+Permit          Prot+Permit
Rights:                 Ovl          Ovl          Ovl          Ovl
Min. Green:            0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                 1  0  2  0  2          1  0  2  0  2          1  0  3  0  1          1  0  3  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              135  312  596  637  780  369  119 1348  512  96  861  230
Growth Adj:            1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:           135  312  596  637  780  369  119 1348  512  96  861  230
Added Vol:              0  0  0          0  1  0          0 142 128  0  6  0
PasserByVol:           0  0  0          0  0  0          0  0  0          0  0  0
Initial Fut:           135  312  596  637  781  369  119 1490  640  96  867  230
User Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:            135  312  596  637  781  369  119 1490  640  96  867  230
Reduct Vol:            0  0  0          0  0  0          0  0  0          0  0  0
Reduced Vol:           135  312  596  637  781  369  119 1490  640  96  867  230
PCE Adj:               1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:               1.00 1.00  1.10  1.00 1.00  1.10  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:            135  312  656  637  781  406  119 1490  640  96  867  230
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:            1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                 1.00 2.00  2.00  1.00 2.00  2.00  1.00 3.00  1.00  1.00 3.16  0.84
Final Sat.:            1375 2750  2750  1375 2750  2750  1375 4125  1375  1375 4347  1153
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.10 0.11  0.24  0.46 0.28  0.15  0.09 0.36  0.47  0.07 0.20  0.20
Crit Vol:               328  637          640  0
Crit Moves:            ****  ****          ****  ****
*****

```

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T2/T3 Primary Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #38 CENTURY BLVD. @ SEPULVEDA BLVD.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.845
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        93          Level Of Service:          D
*****
Street Name:          SEPULVEDA BLVD.          CENTURY BLVD.
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|
Control:                Permitted          Permitted          Permitted          Permitted
Rights:                 Ignore          Include          Include          Include
Min. Green:             0 0 0          0 0 0          0 0 0          0 0 0
Lanes:                  0 0 4 0 1      0 0 4 0 1      0 0 0 0 0      1 1 0 0 2
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:               0 3754          0 2943          54 0 0          0 509 96 250
Growth Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:            0 3754          0 2943          54 0 0          0 509 96 250
Added Vol:              0 0 0          0 481 0 0      0 0 0          0 2 0 0
PasserByVol:           0 0 0          0 0 0          0 0 0          0 0 0 0
Initial Fut:            0 3754          0 3424          54 0 0          0 511 96 250
User Adj:               1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:                1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:             0 3754          0 3424          54 0 0          0 511 96 250
Reduct Vol:             0 0 0          0 0 0          0 0 0          0 0 0 0
Reduced Vol:            0 3754          0 3424          54 0 0          0 511 96 250
PCE Adj:                1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:                1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.10
Final Vol.:             0 3754          0 3424          54 0 0          0 562 96 275
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:               1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                  0.00 4.00 1.00 0.00 4.00 1.00 0.00 0.00 0.00 1.71 0.29 2.00
Final Sat.:             0 6000 1500          0 6000 1500          0 0 0          0 2562 438 3000
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:                0.00 0.63 0.00          0.00 0.57 0.04          0.00 0.00 0.00          0.22 0.22 0.09
Crit Vol:               939          0          0          0          329
Crit Moves:             ****          ****          ****
*****

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T2/T3 Primary Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #39 CENTURY BLVD. @ 405 N/B RAMP
*****
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:          405 NORTH OFF RAMP          CENTURY BLVD
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|-----|-----|-----|
Control:               Permitted          Permitted          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0 0 0 0 1          0 0 0 0 1          0 0 0 0 0          0 0 0 0 0
Lanes:                 2 0 0 0 1          0 0 0 0 1          1 0 2 1 1          0 0 2 1 0
-----|-----|-----|-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 4 Aug 2004 << Employee PM
Base Vol:              708 0 368          0 0 42          26 1914 602          0 968 15
Growth Adj:            1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:           708 0 368          0 0 42          26 1914 602          0 968 15
Added Vol:              4 0 0          0 0 0          0 118 23          0 2 0
PasserByVol:           0 0 0          0 0 0          0 0 0          0 0 0
Initial Fut:           712 0 368          0 0 42          26 2032 625          0 970 15
User Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:               1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Volume:            712 0 368          0 0 42          26 2032 625          0 970 15
Reduct Vol:            0 0 0          0 0 0          0 0 0          0 0 0
Reduced Vol:           712 0 368          0 0 42          26 2032 625          0 970 15
PCE Adj:               1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
MLF Adj:               1.10 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.10          1.00 1.00 1.00
Final Vol.:            783 0 368          0 0 42          26 2032 688          0 970 15
-----|-----|-----|-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1500 1500 1500          1500 1500 1500          1500 1500 1500          1500 1500 1500
Adjustment:            1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Lanes:                 2.00 0.00 1.00          0.00 0.00 1.00          1.00 2.99 1.01          0.00 2.95 0.05
Final Sat.:            3000 0 1500          0 0 1500          1500 4483 1517          0 4431 69
-----|-----|-----|-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.26 0.00 0.25          0.00 0.00 0.03          0.02 0.45 0.45          0.00 0.22 0.22
Crit Vol:              392          42          680          0
Crit Moves:           ****          ****          ****          ****
*****

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T2/T3 Primary Lot

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

 Intersection #47 IMPERIAL HWY. @ DOUGLAS ST.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.783
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 105 Level Of Service: C

Street Name:	DOUGLAS STREET						IMPERIAL HWY.								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Split Phase			Split Phase			Protected			Protected					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	0	1	0	2	1	0	1	0	1	1	0	2	1	0

Volume Module:

Base Vol:	165	25	417	59	34	15	22	1638	160	131	607	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	165	25	417	59	34	15	22	1638	160	131	607	37
Added Vol:	0	0	0	0	0	0	0	198	3	0	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	165	25	417	59	34	15	22	1836	163	131	616	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	165	25	417	59	34	15	22	1836	163	131	616	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	165	25	417	59	34	15	22	1836	163	131	616	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.10	1.10	1.00	1.10	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	165	25	459	65	34	17	22	1836	163	144	616	37

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	2.00	1.69	0.31	1.00	1.00	2.76	0.24	2.00	2.83	0.17
Final Sat.:	1375	1375	2750	2320	430	1375	1375	3789	336	2750	3891	234

Capacity Analysis Module:

Vol/Sat:	0.12	0.02	0.17	0.03	0.08	0.01	0.02	0.48	0.48	0.05	0.16	0.16
Crit Vol:			229		109			666			72	
Crit Moves:			****		****			****			****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #65 SEPULVEDA @ H. HUGHES PARKWAY
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.770
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        63          Level Of Service:          C
*****
Street Name:          Sepulveda Boulevard          H. Hughes Parkway
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Ignore          Include          Include          Include
Min. Green:           0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                0  0  4  0  1          2  0  3  0  0          0  0  0  0  0          3  0  0  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             0 1527  710  616 2699  0  0  0  0  676  0  111
Growth Adj:           1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:          0 1527  710  616 2699  0  0  0  0  676  0  111
Added Vol:            0  62  217  0  5  0  0  0  0  17  0  0
PasserByVol:          0  0  0  0  0  0  0  0  0  0  0  0
Initial Fut:          0 1589  927  616 2704  0  0  0  0  693  0  111
User Adj:             1.00 1.00  0.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:              1.00 1.00  0.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:           0 1589  0  616 2704  0  0  0  0  693  0  111
Reduct Vol:           0  0  0  0  0  0  0  0  0  0  0  0
Reduced Vol:          0 1589  0  616 2704  0  0  0  0  693  0  111
PCE Adj:              1.00 1.00  0.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:              1.00 1.00  0.00  1.10 1.00  1.00 1.00 1.00  1.10 1.00 1.00
Final Vol.:           0 1589  0  678 2704  0  0  0  0  762  0  111
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500  1500 1500  1500 1500 1500  1500 1500 1500
Adjustment:           1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:                0.00 4.00  1.00  2.00 3.00  0.00 0.00 0.00  3.00 0.00 1.00
Final Sat.:           0 6000  1500  3000 4500  0  0  0  0  4500  0  1500
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.26  0.00  0.23 0.60  0.00 0.00 0.00  0.00 0.17 0.00  0.07
Crit Vol:              0          901          0          254
Crit Moves:          ****          ****          ****
*****

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T2/T3 Primary Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #67 IMPERIAL HWY. @ La CIENEGA BLVD.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.828
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        132          Level Of Service:          D
*****
Street Name:          La CIENEGA BLVD.          IMPERIAL HWY.
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|
Control:                Protected          Protected          Protected          Protected
Rights:                  Include          Include          Include          Include
Min. Green:              0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                   2  0  1  1  1          2  0  1  1  1          2  0  3  0  2          2  0  3  0  2
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:                68  216  738  421  412  260  243  1375  157  45  393  179
Growth Adj:              1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Initial Bse:              68  216  738  421  412  260  243  1375  157  45  393  179
Added Vol:                 0  0  0          0  0  21  0  52  22  0  25  0
PasserByVol:              0  0  0          0  0  0  0  0  0  0  0  0
Initial Fut:              68  216  738  421  412  281  243  1427  179  45  418  179
User Adj:                 1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Adj:                  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Volume:               68  216  738  421  412  281  243  1427  179  45  418  179
Reduct Vol:                 0  0  0          0  0  0  0  0  0  0  0  0
Reduced Vol:              68  216  738  421  412  281  243  1427  179  45  418  179
PCE Adj:                  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
MLF Adj:                  1.10  1.00  1.10  1.10  1.00  1.10  1.10  1.00  1.10  1.10  1.00  1.10
Final Vol.:               75  216  812  463  412  309  267  1427  197  50  418  197
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:                1375  1375  1375  1375  1375  1375  1375  1375  1375  1375  1375  1375
Adjustment:              1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Lanes:                    2.00  1.00  2.00  2.00  1.71  1.29  2.00  3.00  2.00  2.00  3.00  2.00
Final Sat.:              2750  1375  2750  2750  2357  1768  2750  4125  2750  2750  4125  2750
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:                  0.03  0.16  0.30  0.17  0.17  0.17  0.10  0.35  0.07  0.02  0.10  0.07
Crit Vol:                  406  232          476          25
Crit Moves:                ****  ****          ****          ****
*****

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T2/T3 Primary Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #68 IMPERIAL HWY @MAIN STREET
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.909
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          MAIN STREET          IMPERIAL HWY
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Split Phase          Split Phase          Permitted          Protected
Rights:                Ignore              Include              Include              Include
Min. Green:            0 0 0              0 0 0              0 0 0              0 0 0
Lanes:                 1 1 0 0 1          0 0 1! 0 0          1 0 2 0 1          2 0 2 0 1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              244 0 478          5 1 1              0 1132 419 623 793 2
Growth Adj:            1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00 1.00 1.00
Initial Bse:           244 0 478          5 1 1              0 1132 419 623 793 2
Added Vol:              0 0 0              0 0 0              0 490 1 0 225 0
PasserByVol:           0 0 0              0 0 0              0 0 0 0 0 0 0
Initial Fut:           244 0 478          5 1 1              0 1622 420 623 1018 2
User Adj:              1.00 1.00 0.00    1.00 1.00 1.00    1.00 1.00 1.00 1.00 1.00
PHF Adj:               1.00 1.00 0.00    1.00 1.00 1.00    1.00 1.00 1.00 1.00 1.00
PHF Volume:            244 0 0              5 1 1              0 1622 420 623 1018 2
Reduct Vol:            0 0 0              0 0 0              0 0 0 0 0 0
Reduced Vol:           244 0 0              5 1 1              0 1622 420 623 1018 2
PCE Adj:               1.00 1.00 0.00    1.00 1.00 1.00    1.00 1.00 1.00 1.00 1.00
MLF Adj:               1.10 1.00 0.00    1.00 1.00 1.00    1.00 1.00 1.00 1.10 1.00
Final Vol.:            268 0 0              5 1 1              0 1622 420 685 1018 2
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425 1425 1425    1425 1425 1425    1425 1425 1425 1425 1425
Adjustment:            1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00 1.00 1.00
Lanes:                 2.00 0.00 1.00    0.72 0.14 0.14    1.00 2.00 1.00 2.00 2.00
Final Sat.:            2850 0 1425        1018 204 204    1425 2850 1425 2850 2850
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.09 0.00 0.00    0.00 0.00 0.00    0.00 0.57 0.29 0.24 0.36 0.00
Crit Vol:              134              7              811              343
Crit Moves:           ****              ****              ****              ****
*****

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T2/T3 Primary Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #69 IMPERIAL HWY @ PERSHING DR.
*****
Cycle (sec):      100          Critical Vol./Cap. (X):      0.793
Loss Time (sec):  0 (Y+R = 4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:    90          Level Of Service:      C
*****
Street Name:      PERSHING DR./HYPERION DWY.          IMPERIAL HWY
Approach:         North Bound          South Bound          East Bound          West Bound
Movement:        L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:         Split Phase          Split Phase          Protected          Permitted
Rights:          Include             Include             Include             Ovl
Min. Green:      0 0 0 0          0 0 0 0          0 0 0 0          0 0 0 0
Lanes:           0 0 0 1 0        2 0 0 0 1        2 0 2 0 0        1 0 2 0 2
-----|-----|-----|-----|
Volume Module:
Base Vol:        0 4 7 970 0 219 163 459 0 1 451 607
Growth Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:     0 4 7 970 0 219 163 459 0 1 451 607
Added Vol:       0 0 0 491 0 0 0 0 0 0 0 226
PasserByVol:    0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:    0 4 7 1461 0 219 163 459 0 1 451 833
User Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:        1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:     0 4 7 1461 0 219 163 459 0 1 451 833
Reduct Vol:     0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:    0 4 7 1461 0 219 163 459 0 1 451 833
PCE Adj:        1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:        1.00 1.00 1.00 1.10 1.00 1.00 1.10 1.00 1.00 1.00 1.10
Final Vol.:     0 4 7 1607 0 219 179 459 0 1 451 916
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:       1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:         0.00 0.36 0.64 2.00 0.00 1.00 2.00 2.00 0.00 1.00 2.00 2.00
Final Sat.:     0 518 907 2850 0 1425 2850 2850 0 1425 2850 2850
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:        0.00 0.01 0.01 0.56 0.00 0.15 0.06 0.16 0.00 0.00 0.16 0.32
Crit Vol:       11 804 90 226
Crit Moves:     **** **** **** ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #71 IMPERIAL HWY @ SEPULVEDA BL.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):      1.547
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          SEPULVEDA BL.          IMPERIAL HWY
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Protected          Protected          Protected          Protected
Rights:               Include          Include          Include          Include
Min. Green:           0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                1  0  3  0  1      2  0  3  1  0      2  0  3  0  1      2  0  3  0  1
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee P.M.
Base Vol:             153 1921 1076 730 2560 17 249 391 183 169 361 418
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          153 1921 1076 730 2560 17 249 391 183 169 361 418
Added Vol:            4  0  0          161  50  0          11  43  0          1  8  0
PasserByVol:          0  0  0          0  0  0          0  0  0          0  0  0
Initial Fut:          157 1921 1076 891 2610 17 260 434 183 170 369 418
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           157 1921 1076 891 2610 17 260 434 183 170 369 418
Reduct Vol:           0  0  0          0  0  0          0  0  0          0  0  0
Reduced Vol:          157 1921 1076 891 2610 17 260 434 183 170 369 418
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00 1.10 1.00 1.00 1.10 1.00 1.00 1.10 1.00 1.00
Final Vol.:           157 1921 1076 980 2610 17 286 434 183 187 369 418
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                1.00 3.00 1.00 2.00 3.97 0.03 2.00 3.00 1.00 2.00 3.00 1.00
Final Sat.:           1375 4125 1375 2750 5464 36 2750 4125 1375 2750 4125 1375
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.11 0.47 0.78 0.36 0.48 0.48 0.10 0.11 0.13 0.07 0.09 0.30
Crit Vol:              1076 490          143          418
Crit Moves:           ****  ****          ****          ****
*****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

 Intersection #73 IMPERIAL HWY @ NASH ST.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.528
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 39 Level Of Service: A

Street Name: FWY 105 OFF RAMP/ NASH STREET			IMPERIAL HWY.									
Approach: North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	0	2	1	1	0	1	1	0	0

Volume Module:

Base Vol:	135	0	270	106	191	195	0	1060	61	38	826	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	135	0	270	106	191	195	0	1060	61	38	826	0
Added Vol:	0	0	0	0	0	0	0	201	3	0	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	135	0	270	106	191	195	0	1261	64	38	835	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	135	0	270	106	191	195	0	1261	64	38	835	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	0	270	106	191	195	0	1261	64	38	835	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.10	1.10	1.00	1.10	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	135	0	297	117	191	215	0	1261	64	42	835	0

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	2.00	1.00	1.35	1.65	0.00	2.86	0.14	2.00	3.00	0.00
Final Sat.:	1425	0	2850	1425	1927	2348	0	4069	206	2850	4275	0

Capacity Analysis Module:

Vol/Sat:	0.09	0.00	0.10	0.08	0.10	0.09	0.00	0.31	0.31	0.01	0.20	0.00
Crit Vol:			149		141			442		21		
Crit Moves:			****		****			****		****		

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T2/T3 Primary Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #74 IMPERIAL HWY. @ 105 RAMP
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.718
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        66          Level Of Service:          C
*****
Street Name:          / 105 RAMP          IMPERIAL HWY.
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|
Control:               Split Phase          Split Phase          Permitted          Protected
Rights:                Ovl          Ovl          Include          Include
Min. Green:            0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                 2  0  0  0  2          0  0  0  0  0          0  0  2  1  1          2  0  2  0  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              544  0  216          0  0  0          0 1690  520  149  667  0
Growth Adj:            1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:           544  0  216          0  0  0          0 1690  520  149  667  0
Added Vol:              30  0  0          0  0  0          0  74  151  0  46  0
PasserByVol:           0  0  0          0  0  0          0  0  0  0  0  0  0
Initial Fut:           574  0  216          0  0  0          0 1764  671  149  713  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:            574  0  216          0  0  0          0 1764  671  149  713  0
Reduct Vol:            0  0  0          0  0  0          0  0  0  0  0  0  0
Reduced Vol:           574  0  216          0  0  0          0 1764  671  149  713  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.:            631  0  238          0  0  0          0 1764  738  164  713  0
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425 1425 1425          1425 1425 1425          1425 1425 1425 1425 1425 1425
Adjustment:            1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                 2.00 0.00 2.00          0.00 0.00 0.00          0.00 2.82 1.18 2.00 2.00 0.00
Final Sat.:            2850  0 2850          0  0  0          0 4019  1681  2850 2850  0
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.22 0.00 0.08          0.00 0.00 0.00          0.00 0.44 0.44 0.06 0.25 0.00
Crit Vol:               316          0          626          82
Crit Moves:           ****          ****          ****
*****

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T2/T3 Primary Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #75 IMPERIAL HWY. @ 405 NORTH RAMP
*****
Cycle (sec):      100          Critical Vol./Cap. (X):      0.895
Loss Time (sec):  0 (Y+R = 4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:    178          Level Of Service:      D
*****
Street Name:      405 NORTH RAMP          IMPERIAL HWY
Approach:         North Bound          South Bound          East Bound          West Bound
Movement:        L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:         Split Phase          Split Phase          Permitted          Permitted
Rights:          Include             Include             Ignore             Ignore
Min. Green:      0 0 0          0 0 0          0 0 0          0 0 0
Lanes:           1 0 1! 0 0        0 0 0 0 0        0 0 2 1 1        0 0 2 1 1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:        179 0 309          0 0 0          0 2849 302          0 467 254
Growth Adj:      1.00 1.00 1.00        1.00 1.00 1.00        1.00 1.00 1.00        1.00 1.00 1.00
Initial Bse:     179 0 309          0 0 0          0 2849 302          0 467 254
Added Vol:       0 0 0          0 0 0          0 52 0          0 25 0
PasserByVol:    0 0 0          0 0 0          0 0 0          0 0 0
Initial Fut:    179 0 309          0 0 0          0 2901 302          0 492 254
User Adj:        1.00 1.00 1.00        1.00 1.00 1.00        1.00 1.00 0.00        1.00 1.00 0.00
PHF Adj:         1.00 1.00 1.00        1.00 1.00 1.00        1.00 1.00 0.00        1.00 1.00 0.00
PHF Volume:     179 0 309          0 0 0          0 2901 0          0 492 0
Reduct Vol:     0 0 0          0 0 0          0 0 0          0 0 0
Reduced Vol:    179 0 309          0 0 0          0 2901 0          0 492 0
PCE Adj:         1.00 1.00 1.00        1.00 1.00 1.00        1.00 1.00 0.00        1.00 1.00 0.00
MLF Adj:         1.10 1.00 1.00        1.00 1.00 1.00        1.00 1.00 0.00        1.00 1.00 0.00
Final Vol.:     197 0 309          0 0 0          0 2901 0          0 492 0
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:       1425 1425 1425        1425 1425 1425        1425 1425 1425        1425 1425 1425
Adjustment:     1.00 1.00 1.00        1.00 1.00 1.00        1.00 1.00 1.00        1.00 1.00 1.00
Lanes:         1.00 0.00 1.00        0.00 0.00 0.00        0.00 3.00 1.00        0.00 3.00 1.00
Final Sat.:    1425 0 1425          0 0 0          0 4275 1425          0 4275 1425
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:        0.14 0.00 0.22          0.00 0.00 0.00          0.00 0.68 0.00          0.00 0.12 0.00
Crit Vol:       309          0          967          0
Crit Moves:     ****          ****          ****
*****

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T2/T3 Primary Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #89 La CIENEGA BLVD. @ LENNOX BLVD
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.638
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        51          Level Of Service:          B
*****
Street Name:          La CIENEGA BLVD.          LENNOX BLVD
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permit+Prot          Split Phase          Split Phase
Rights:               Include             Include             Include             Include
Min. Green:           0 0 0 0            0 0 0 0            0 0 0 0            0 0 0 0
Lanes:                0 0 1 1 0          1 0 2 1 0          0 0 0 0 0          1 1 0 0 1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             0 590 384 337 768 5 0 0 0 76 0 84
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          0 590 384 337 768 5 0 0 0 76 0 84
Added Vol:            0 0 0 1 7 0 0 0 0 0 0 0
PasserByVol:         0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:          0 590 384 338 775 5 0 0 0 76 0 84
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           0 590 384 338 775 5 0 0 0 76 0 84
Reduct Vol:           0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:          0 590 384 338 775 5 0 0 0 76 0 84
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00
Final Vol.:           0 590 384 338 775 5 0 0 0 84 0 84
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                0.00 1.21 0.79 1.00 2.98 0.02 0.00 0.00 0.00 2.00 0.00 1.00
Final Sat.:           0 1726 1124 1425 4248 27 0 0 0 2850 0 1425
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.34 0.34 0.24 0.18 0.18 0.00 0.00 0.00 0.03 0.00 0.06
Crit Vol:             487 338 0 84
Crit Moves:          ****  ****  ****
*****

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T2/T3 Primary Lot

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #94 La CIENEGA BLVD. @ 111TH STREET

Cycle (sec): 100 Critical Vol./Cap. (X): 0.394

Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 31 Level Of Service: A

Street Name: La CIENEGA BLVD. / 111TH STREET

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Split Phase Split Phase

Rights: Include Include Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

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

Volume Module:

Base Vol: 57 830 0 0 903 72 122 0 146 0 0 0

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 57 830 0 0 903 72 122 0 146 0 0 0

Added Vol: 0 0 0 0 7 0 0 0 0 0 0 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 57 830 0 0 910 72 122 0 146 0 0 0

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 57 830 0 0 910 72 122 0 146 0 0 0

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 57 830 0 0 910 72 122 0 146 0 0 0

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00

Final Vol.: 57 830 0 0 910 72 134 0 146 0 0 0

Saturation Flow Module:

Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 1.00 2.00 0.00 0.00 2.78 0.22 2.00 0.00 1.00 0.00 0.00 0.00

Final Sat.: 1425 2850 0 0 3962 313 2850 0 1425 0 0 0

Capacity Analysis Module:

Vol/Sat: 0.04 0.29 0.00 0.00 0.23 0.23 0.05 0.00 0.10 0.00 0.00 0.00

Crit Vol: 415 0 146 0

Crit Moves: **** **** ****

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T2/T3 Primary Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #96 La CIENEGA BLVD. @ 405 S/B RAPM
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.874
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        148          Level Of Service:          D
*****
Street Name:          La CIENEGA BLVD.          405 N/B RAPM
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|
Control:                Permitted          Permitted          Split Phase          Split Phase
Rights:                 Ovl          Include          Include          Include
Min. Green:             0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                  0  0  1  1  1          1  0  2  0  0          0  0  0  0  0          1  0  1!  0  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:               0  658  68  211  838  0  0  0  0  926  0  392
Growth Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:            0  658  68  211  838  0  0  0  0  926  0  392
Added Vol:              0  0  0  0  1  0  0  0  0  0  0  1
PasserByVol:           0  0  0  0  0  0  0  0  0  0  0  0
Initial Fut:           0  658  68  211  839  0  0  0  0  926  0  393
User Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:                1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:            0  658  68  211  839  0  0  0  0  926  0  393
Reduct Vol:            0  0  0  0  0  0  0  0  0  0  0  0
Reduced Vol:           0  658  68  211  839  0  0  0  0  926  0  393
PCE Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:               1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00
Final Vol.:            0  658  75  211  839  0  0  0  0  1019  0  393
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                 0.00 2.00 1.00 1.00 2.00 0.00 0.00 0.00 0.00 1.44 xxxx 0.56
Final Sat.:            0 2850 1425 1425 2850 0 0 0 0 2057 0 793
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.00 0.23 0.05 0.15 0.29 0.00 0.00 0.00 0.00 0.50 0.00 0.50
Crit Vol:              329          211          0          706
Crit Moves:           ****          ****          ****
*****

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T2/T3 Primary Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #97 La CIENEGA BLVD. @ 405 S/B RAMP
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.470
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        43          Level Of Service:          A
*****
Street Name:          La CIENEGA BLVD.          405 S/B RAMP
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|
Control:              Protected          Protected          Split Phase          Split Phase
Rights:               Include          Include          Include          Ovl
Min. Green:           0 0 1 1 0          0 0 0 0          0 0 0 0          0 0 0 0
Lanes:                0 0 1 1 0          2 0 1 1 0          0 0 0 0 1          0 0 0 0 2
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             0 692 41 382 912 1 0 0 2 0 0 446
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          0 692 41 382 912 1 0 0 2 0 0 446
Added Vol:            0 0 0 122 7 0 0 0 0 0 0 0
PasserByVol:         0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:          0 692 41 504 919 1 0 0 2 0 0 446
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           0 692 41 504 919 1 0 0 2 0 0 446
Reduct Vol:           0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:          0 692 41 504 919 1 0 0 2 0 0 446
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10
Final Vol.:           0 692 41 554 919 1 0 0 2 0 0 491
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                0.00 1.89 0.11 2.00 1.99 0.01 0.00 0.00 1.00 0.00 0.00 2.00
Final Sat.:           0 2596 154 2750 2747 3 0 0 1375 0 0 2750
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.27 0.27 0.20 0.33 0.33 0.00 0.00 0.00 0.00 0.00 0.18
Crit Vol:              367 277 2 0
Crit Moves:           **** **** **** ****
*****

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T2/T3 Primary Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #98 La CIENEGA BLVD. @ 405 S/B RAMP
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.395
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        31          Level Of Service:          A
*****
Street Name:          La CIENEGA BLVD.          405 S/B RAMP
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Split Phase          Split Phase
Rights:               Include          Include          Include          Include
Min. Green:           0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                1  0  2  0  1          1  0  2  1  0          0  0  0  0  1          2  0  0  0  1
-----|-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             28  657  32  71  956  4  0  0  12  245  0  245
Growth Adj:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:          28  657  32  71  956  4  0  0  12  245  0  245
Added Vol:            0  0  0  6  1  0  0  0  0  20  0  0
PasserByVol:          0  0  0  0  0  0  0  0  0  0  0  0
Initial Fut:          28  657  32  77  957  4  0  0  12  265  0  245
User Adj:             1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           28  657  32  77  957  4  0  0  12  265  0  245
Reduct Vol:           0  0  0  0  0  0  0  0  0  0  0  0
Reduced Vol:          28  657  32  77  957  4  0  0  12  265  0  245
PCE Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:           28  657  32  77  957  4  0  0  12  292  0  245
-----|-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425  1425 1425  1425 1425 1425  1425 1425 1425  1425
Adjustment:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                1.00 2.00  1.00  1.00 2.99  0.01  0.00 0.00  1.00  2.00 0.00  1.00
Final Sat.:           1425 2850  1425  1425 4257  18  0  0  1425  2850  0  1425
-----|-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.02 0.23  0.02  0.05 0.22  0.22  0.00 0.00  0.01  0.10 0.00  0.17
Crit Vol:              329          77          12  146
Crit Moves:           ****          ****          ****  ****
*****

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T2/T3 Primary Lot

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

 Intersection #101 SEPULVEDA BLVD. @ LA TIJERA BLVD.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.955
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: E

Street Name:	Sepulveda Boulevard						La Tijera Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	3	0	1	1	1	0	2	0	1	1

Volume Module:

Base Vol:	133	1356	241	125	1857	153	142	384	106	353	287	73
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	133	1356	241	125	1857	153	142	384	106	353	287	73
Added Vol:	0	242	0	0	22	0	36	10	95	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	133	1598	241	125	1879	153	178	394	201	353	287	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	133	1598	241	125	1879	153	178	394	201	353	287	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	1598	241	125	1879	153	178	394	201	353	287	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	133	1598	241	125	1879	153	178	394	201	353	287	73

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	1.59	0.41
Final Sat.:	1375	4125	1375	1375	4125	1375	1375	2750	1375	1375	2192	558

Capacity Analysis Module:

Vol/Sat:	0.10	0.39	0.18	0.09	0.46	0.11	0.13	0.14	0.15	0.26	0.13	0.13
Crit Vol:	133			626					201	353		
Crit Moves:	****			****					****	****		

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T2/T3 Primary Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #108 SEPULVEDA BLVD. @ LINCOLN BLVD.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          1.183
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          SEPULVEDA BOULEVARD          LINCOLN BOULEVARD
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|-----|-----|-----|
Control:               Protected          Permitted          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0 0 0          0 0 0          0 0 0          0 0 0
Lanes:                 4 0 2 1 0          0 0 3 1 0          0 0 0 0 4          0 0 1! 0 0
-----|-----|-----|-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              1653 2136          0 0 2246          45 0 0 1952          0 0 0 0
Growth Adj:            1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:           1653 2136          0 0 2246          45 0 0 1952          0 0 0 0
Added Vol:              0 0          0 0 452          0 0 0 29          0 0 0 0
PasserByVol:           0 0          0 0 0          0 0 0 0          0 0 0 0
Initial Fut:           1653 2136          0 0 2698          45 0 0 1981          0 0 0 0
User Adj:              1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:               1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Volume:            1653 2136          0 0 2698          45 0 0 1981          0 0 0 0
Reduct Vol:            0 0          0 0 0          0 0 0 0          0 0 0 0
Reduced Vol:           1653 2136          0 0 2698          45 0 0 1981          0 0 0 0
PCE Adj:               1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
MLF Adj:               1.10 1.00          1.00 1.00 1.00          1.00 1.00 1.10          1.00 1.00 1.00
Final Vol.:            1818 2136          0 0 2698          45 0 0 2179          0 0 0 0
-----|-----|-----|-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425 1425          1425 1425 1425          1425 1425 1425          1425 1425 1425
Adjustment:            1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Lanes:                 4.00 3.00          0.00 0.00 3.93          0.07 0.00 0.00          4.00 0.00 1.00 0.00
Final Sat.:            5700 4275          0 0 5606          94 0 0 5700          0 1425 0
-----|-----|-----|-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.32 0.50          0.00 0.00 0.48          0.48 0.00 0.00          0.38 0.00 0.00 0.00
Crit Vol:              455          686          545          0
Crit Moves:           ****          ****          ****
*****

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T2/T3 Primary Lot

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

 Intersection #114 SEPULVEDA BLVD. @ MANCHESTER AVE.

Cycle (sec): 100 Critical Vol./Cap. (X): 1.081
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: F

Street Name:	Sepulveda Boulevard				Manchester Avenue															
Approach:	North Bound		South Bound		East Bound		West Bound													
Movement:	L	T	R	L	T	R	L	T	R	L	T	R								
Control:	Prot+Permit		Prot+Permit		Protected		Prot+Permit													
Rights:	Ovl		Ovl		Ovl		Ovl													
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0								
Lanes:	1	0	3	0	1	1	0	3	0	1	2	0	2	0	1	1	0	1	1	0

Volume Module:

Base Vol:	182	1438	127	373	1922	296	237	846	140	118	562	219
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	182	1438	127	373	1922	296	237	846	140	118	562	219
Added Vol:	0	279	0	0	22	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	182	1717	127	373	1944	296	237	846	140	118	562	219
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	182	1717	127	373	1944	296	237	846	140	118	562	219
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	182	1717	127	373	1944	296	237	846	140	118	562	219
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
Final Vol.:	182	1717	127	373	1944	296	261	846	140	118	562	219

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	2.00	1.00	1.00	1.44	0.56
Final Sat.:	1375	4125	1375	1375	4125	1375	2750	2750	1375	1375	1979	771

Capacity Analysis Module:

Vol/Sat:	0.13	0.42	0.09	0.27	0.47	0.22	0.09	0.31	0.10	0.09	0.28	0.28
Crit Vol:		572		373			423			118		
Crit Moves:		****		****			****			****		

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T2/T3 Primary Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #123 WESTCHESTER PARKWAY @ PERSHING DRIVE
*****
Cycle (sec):          100          Critical Vol./Cap. (X):      0.628
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        50          Level Of Service:          B
*****
Street Name:          Pershing Drive          Westchester Parkway
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:                Permitted          Protected          Permitted          Permitted
Rights:                  Include            Include            Include            Include
Min. Green:              0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                   0  0  2  0  1          1  0  2  0  0          0  0  0  0  0          2  0  0  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:                0  617  339          81  684          0          0  0  0          204  0  118
Growth Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:              0  617  339          81  684          0          0  0  0          204  0  118
Added Vol:                0    0  235          0    0    0          0  0  0          231  0  0
PasserByVol:              0    0    0          0    0    0          0  0  0          0  0  0
Initial Fut:              0  617  574          81  684          0          0  0  0          435  0  118
User Adj:                 1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:                  1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Volume:                0  617  574          81  684          0          0  0  0          435  0  118
Reduct Vol:                0    0    0          0    0    0          0  0  0          0  0  0
Reduced Vol:              0  617  574          81  684          0          0  0  0          435  0  118
PCE Adj:                  1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
MLF Adj:                  1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.10 1.00 1.00
Final Vol.:                0  617  574          81  684          0          0  0  0          479  0  118
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:                1425 1425 1425          1425 1425 1425          1425 1425 1425          1425 1425 1425
Adjustment:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Lanes:                    0.00 2.00 1.00          1.00 2.00 0.00          0.00 0.00 0.00          2.00 0.00 1.00
Final Sat.:                0 2850 1425          1425 2850          0          0  0  0          2850  0  1425
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:                  0.00 0.22 0.40          0.06 0.24 0.00          0.00 0.00 0.00          0.17 0.00 0.08
Crit Vol:                  574    81          0          239
Crit Moves:                ****  ****          ****
*****

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T2/T3 Primary Lot

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #135 SEPULVEDA BLVD. @ WESTCHESTER PARKWAY

Cycle (sec): 100 Critical Vol./Cap. (X): 1.237

Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 180 Level Of Service: F

Street Name:	Sepulveda Boulevard						Westchester Parkway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	3	0	1	1	0	1	1	0	1	1

Volume Module:

Base Vol:	207	1717	80	231	2132	71	68	296	109	286	310	224
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	207	1717	80	231	2132	71	68	296	109	286	310	224
Added Vol:	0	0	0	0	95	22	236	0	357	0	0	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	207	1717	80	231	2227	93	304	296	466	286	310	231
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	207	1717	80	231	2227	93	304	296	466	286	310	231
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	207	1717	80	231	2227	93	304	296	466	286	310	231
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	207	1717	80	231	2227	93	304	296	466	286	310	231

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.15	0.85
Final Sat.:	1375	4125	1375	1375	4125	1375	1375	1375	1375	1375	1576	1174

Capacity Analysis Module:

Vol/Sat:	0.15	0.42	0.06	0.17	0.54	0.07	0.22	0.22	0.34	0.21	0.20	0.20
Crit Vol:	207				742				466	286		
Crit Moves:	****				****				****	****		

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T2/T3 Primary Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #136 SEPULVEDA @ 76th/77th STREET
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.654
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        42          Level Of Service:          B
*****
Street Name:          Sepulveda Boulevard          76th/77th Street
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|
Control:                Permitted          Permitted          Permitted          Permitted
Rights:                  Include          Include          Include          Include
Min. Green:              0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                   1  0  3  0  1      1  0  3  0  1      2  0  1  0  1      1  0  1  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:                70 1768          41 135 1498          353 204 41 58          25 51 38
Growth Adj:              1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:              70 1768          41 135 1498          353 204 41 58          25 51 38
Added Vol:                0 279           0  0 22           0  0  0           0  0  0
PasserByVol:              0  0           0  0  0           0  0  0           0  0  0
Initial Fut:              70 2047          41 135 1520          353 204 41 58          25 51 38
User Adj:                 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:                  1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Volume:              70 2047          41 135 1520          353 204 41 58          25 51 38
Reduct Vol:                0  0           0  0  0           0  0  0           0  0  0
Reduced Vol:              70 2047          41 135 1520          353 204 41 58          25 51 38
PCE Adj:                  1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
MLF Adj:                  1.00 1.00          1.00 1.00 1.00          1.10 1.00 1.00          1.00 1.00 1.00
Final Vol.:              70 2047          41 135 1520          353 224 41 58          25 51 38
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:                1500 1500          1500 1500 1500          1500 1500 1500          1500 1500 1500
Adjustment:              1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Lanes:                   1.00 3.00          1.00 1.00 3.00          1.00 2.00 1.00          1.00 1.00 1.00
Final Sat.:              1500 4500          1500 1500 4500          1500 3000 1500          1500 1500 1500
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:                 0.05 0.45          0.03 0.09 0.34          0.24 0.07 0.03          0.04 0.02 0.03          0.03
Crit Vol:                  682           135           112           51
Crit Moves:                ****           ****           ****           ****
*****

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T2/T3 Primary Lot

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

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

Cycle (sec): 100 Critical Vol./Cap. (X): 0.671
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 44 Level Of Service: B

Street Name:	Sepulveda Boulevard			79th/80th Street																
Approach:	North Bound			South Bound			East Bound			West Bound										
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Permitted			Permitted			Permitted			Permitted										
Rights:	Include			Include			Include			Include										
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
Lanes:	1	0	2	1	0	1	0	3	0	1	1	0	1	0	1	1	0	0	1	0

Volume Module:

Base Vol:	93	1965	37	38	1542	201	123	64	91	31	52	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	93	1965	37	38	1542	201	123	64	91	31	52	33
Added Vol:	0	279	0	0	22	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	93	2244	37	38	1564	201	123	64	91	31	52	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	93	2244	37	38	1564	201	123	64	91	31	52	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	2244	37	38	1564	201	123	64	91	31	52	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	93	2244	37	38	1564	201	123	64	91	31	52	33

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.95	0.05	1.00	3.00	1.00	1.00	1.00	1.00	1.00	0.61	0.39
Final Sat.:	1500	4427	73	1500	4500	1500	1500	1500	1500	1500	918	582

Capacity Analysis Module:

Vol/Sat:	0.06	0.51	0.51	0.03	0.35	0.13	0.08	0.04	0.06	0.02	0.06	0.06
Crit Vol:		760		38			123				85	
Crit Moves:	****			****			****			****		

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Study Area Intersection Capacity Analysis

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T2/T3 Primary Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #138 SEPULVEDA BLVD. @ 83rd STREET
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.621
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        38          Level Of Service:          B
*****
Street Name:          Sepulveda Boulevard          83rd Street
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                1  0  2  1  0      1  0  2  1  0      0  0  1!  0  0      1  0  0  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             57 1955  18  45 1588  57  51  46  30  9  32  28
Growth Adj:           1.00 1.00  1.00  1.00 1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Initial Bse:           57 1955  18  45 1588  57  51  46  30  9  32  28
Added Vol:            0  279  0  0  22  0  0  0  0  0  0  0
PasserByVol:          0  0  0  0  0  0  0  0  0  0  0  0
Initial Fut:           57 2234  18  45 1610  57  51  46  30  9  32  28
User Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Volume:           57 2234  18  45 1610  57  51  46  30  9  32  28
Reduct Vol:           0  0  0  0  0  0  0  0  0  0  0  0
Reduced Vol:          57 2234  18  45 1610  57  51  46  30  9  32  28
PCE Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
MLF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Final Vol.:           57 2234  18  45 1610  57  51  46  30  9  32  28
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500  1500 1500  1500 1500  1500  1500 1500  1500  1500
Adjustment:           1.00 1.00  1.00  1.00 1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00
Lanes:                1.00 2.98  0.02  1.00 2.90  0.10  0.40 0.36  0.24  1.00 0.53  0.47
Final Sat.:           1500 4464  36  1500 4346  154  602 543  354  1500 800  700
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.04 0.50  0.50  0.03 0.37  0.37  0.08 0.08  0.08  0.01 0.04  0.04
Crit Vol:              751          45          127          9
Crit Moves:           ****          ****          ****          ****
*****

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Study Area Intersection Capacity Analysis

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T2/T3 Primary Lot

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-----
Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #1000 La CIENEGA BLVD. @ 104 TH STREET
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.508
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        38          Level Of Service:          A
*****
Street Name:          La CIENEGA BLVD.          104 TH STREET
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Prot+Permit          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0 0 0          0 0 0          0 0 0          0 0 0
Lanes:                1 0 1 1 0          1 0 2 1 0          1 0 1 0 1          0 0 1! 0 0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             129 615 13 50 837 57 96 4 288 7 1 12
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          129 615 13 50 837 57 96 4 288 7 1 12
Added Vol:            0 0 0 0 0 7 0 0 0 0 0 0
PasserByVol:         0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:          129 615 13 50 844 57 96 4 288 7 1 12
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           129 615 13 50 844 57 96 4 288 7 1 12
Reduct Vol:           0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:          129 615 13 50 844 57 96 4 288 7 1 12
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:           129 615 13 50 844 57 96 4 288 7 1 12
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                1.00 1.96 0.04 1.00 2.81 0.19 1.00 1.00 1.00 0.35 0.05 0.60
Final Sat.:           1425 2791 59 1425 4005 270 1425 1425 1425 499 71 855
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.09 0.22 0.22 0.04 0.21 0.21 0.07 0.00 0.20 0.01 0.01 0.01
Crit Vol:             129 300 288 7
Crit Moves:          ****          ****          **** ****
*****

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Study Area Intersection Capacity Analysis

Future 2019 w/ Proj-AM Peak

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T2/T3 Primary Lot

Scenario Report

Scenario: Future 2019 w/ Proj-AM Peak

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

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T2/T3 Primary Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #14 AVIATION BLVD. @ CENTURY BLVD.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.761
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        95          Level Of Service:          C
*****
Street Name:          AVIATION BLVD.          CENTURY BLVD.
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|-----|-----|-----|
Control:              Protected          Protected          Protected          Protected
Rights:               Include          Include          Include          Include
Min. Green:           0 0 0          0 0 0          0 0 0          0 0 0
Lanes:                2 0 1 1 0      2 0 2 0 1      1 0 3 1 0      1 0 3 1 0
-----|-----|-----|-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:             582 603 67 58 352 183 131 997 245 61 1273 92
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          582 603 67 58 352 183 131 997 245 61 1273 92
Added Vol:            71 10 0 7 5 0 3 88 75 0 125 10
PasserByVol:          0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:          653 613 67 65 357 183 134 1085 320 61 1398 102
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           653 613 67 65 357 183 134 1085 320 61 1398 102
Reduct Vol:           0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:          653 613 67 65 357 183 134 1085 320 61 1398 102
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.10 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:           718 613 67 72 357 183 134 1085 320 61 1398 102
-----|-----|-----|-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                2.00 1.80 0.20 2.00 2.00 1.00 1.00 3.09 0.91 1.00 3.73 0.27
Final Sat.:           2750 2479 271 2750 2750 1375 1375 4247 1253 1375 5126 374
-----|-----|-----|-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.26 0.25 0.25 0.03 0.13 0.13 0.10 0.26 0.26 0.04 0.27 0.27
Crit Vol:             359 178 134 375
Crit Moves:          ****          ****          ****          ****
*****

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Study Area Intersection Capacity Analysis

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T2/T3 Primary Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #16 IMPERIAL HWY. @ AVIATION BL.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.890
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        180          Level Of Service:          D
*****
Street Name:          AVIATION BL.          IMPERIAL HWY.
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Protected          Protected          Protected          Protected
Rights:               Ovl          Ovl          Include          Ovl
Min. Green:           0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                2  0  2  0  1          2  0  1  1  1          2  0  2  1  0          2  0  3  0  1
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:             300  572  112  232  301  214  136  247  65  251  1074  782
Growth Adj:           1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Initial Bse:           300  572  112  232  301  214  136  247  65  251  1074  782
Added Vol:             20   1   0   73   3   5   0  13   0   0  183   80
PasserByVol:           0   0   0   0   0   0   0   0   0   0   0   0
Initial Fut:           320  573  112  305  304  219  136  260  65  251  1257  862
User Adj:              1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Adj:               1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Volume:           320  573  112  305  304  219  136  260  65  251  1257  862
Reduct Vol:            0   0   0   0   0   0   0   0   0   0   0   0
Reduced Vol:           320  573  112  305  304  219  136  260  65  251  1257  862
PCE Adj:               1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
MLF Adj:               1.10  1.00  1.00  1.10  1.00  1.10  1.10  1.00  1.00  1.10  1.00  1.00
Final Vol.:            352  573  112  336  304  241  150  260  65  276  1257  862
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375  1375  1375  1375  1375  1375  1375  1375  1375  1375  1375  1375
Adjustment:           1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Lanes:                2.00  2.00  1.00  2.00  1.67  1.33  2.00  2.40  0.60  2.00  3.00  1.00
Final Sat.:           2750  2750  1375  2750  2301  1824  2750  3300  825  2750  4125  1375
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.13  0.21  0.08  0.12  0.13  0.13  0.05  0.08  0.08  0.10  0.30  0.63
Crit Vol:              287          0          75          862
Crit Moves:           ****          ****          ****          ****
*****

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Study Area Intersection Capacity Analysis

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T2/T3 Primary Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #19 AVIATION BLVD. @ 111TH
*****
Cycle (sec):      100          Critical Vol./Cap. (X):      0.678
Loss Time (sec):  0 (Y+R = 4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:    71          Level Of Service:      B
*****
Street Name:      AVIATION BLVD.          111TH STREET
Approach:         North Bound          South Bound          East Bound          West Bound
Movement:        L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|-----|-----|-----|
Control:         Protected          Protected          Protected          Protected
Rights:          Ovlt          Include          Include          Ovlt
Min. Green:      0 0 0          0 0 0          0 0 0          0 0 0
Lanes:          1 0 1 1 0          1 0 1 1 0          1 0 0 1 0          1 0 1 1 0
-----|-----|-----|-----|-----|-----|-----|-----|
Volume Module:  >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:       33 1497 24 32 698 61 43 33 31 27 56 59
Growth Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:   33 1497 24 32 698 61 43 33 31 27 56 59
Added Vol:     0 81 0 0 80 0 0 0 0 0 0 0
PasserByVol:   0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:   33 1578 24 32 778 61 43 33 31 27 56 59
User Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:   33 1578 24 32 778 61 43 33 31 27 56 59
Reduct Vol:   0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:  33 1578 24 32 778 61 43 33 31 27 56 59
PCE Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:   33 1578 24 32 778 61 43 33 31 27 56 59
-----|-----|-----|-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:     1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:       1.00 1.97 0.03 1.00 1.85 0.15 1.00 0.52 0.48 1.00 1.00 1.00
Final Sat.:  1375 2709 41 1375 2550 200 1375 709 666 1375 1375 1375
-----|-----|-----|-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:     0.02 0.58 0.58 0.02 0.31 0.31 0.03 0.05 0.05 0.02 0.04 0.04
Crit Vol:    801          32          43          56
Crit Moves:  ****          ****          ****          ****
*****

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Study Area Intersection Capacity Analysis

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T2/T3 Primary Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #36 La CIENEGA BLVD. @ CENTURY BLVD
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.942
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          La CIENEGA BLVD.          CENTURY BLVD.
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Prot+Permit          Prot+Permit          Prot+Permit          Prot+Permit
Rights:                Ovl                  Ovl                  Ovl                  Ovl
Min. Green:            0  0  0              0  0  0              0  0  0              0  0  0
Lanes:                 1  0  2  0  2        1  0  2  0  2        1  0  3  0  1        1  0  3  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              225  613  182  187  356  484  90  532  320  330  1775  898
Growth Adj:            1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Initial Bse:           225  613  182  187  356  484  90  532  320  330  1775  898
Added Vol:              7  0  0  0  4  0  1  58  37  0  128  0
PasserByVol:           0  0  0  0  0  0  0  0  0  0  0  0
Initial Fut:           232  613  182  187  360  484  91  590  357  330  1903  898
User Adj:              1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Adj:               1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Volume:            232  613  182  187  360  484  91  590  357  330  1903  898
Reduct Vol:            0  0  0  0  0  0  0  0  0  0  0  0
Reduced Vol:           232  613  182  187  360  484  91  590  357  330  1903  898
PCE Adj:               1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
MLF Adj:               1.00  1.00  1.10  1.00  1.00  1.10  1.00  1.00  1.00  1.00  1.00  1.00
Final Vol.:            232  613  200  187  360  532  91  590  357  330  1903  898
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1375  1375  1375  1375  1375  1375  1375  1375  1375  1375  1375  1375
Adjustment:            1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Lanes:                 1.00  2.00  2.00  1.00  2.00  2.00  1.00  3.00  1.00  1.00  3.00  1.00
Final Sat.:            1375  2750  2750  1375  2750  2750  1375  4125  1375  1375  4125  1375
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.17  0.22  0.07  0.14  0.13  0.19  0.07  0.14  0.26  0.24  0.46  0.65
Crit Vol:              307  0  0  0  0  0  91  0  0  0  0  898
Crit Moves:            ****  ****  ****  ****  ****  ****  ****  ****  ****  ****  ****  ****
*****

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T2/T3 Primary Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #38 CENTURY BLVD. @ SEPULVEDA BLVD.
*****
Cycle (sec):      100          Critical Vol./Cap. (X):      1.012
Loss Time (sec):  0 (Y+R = 4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:    180          Level Of Service:          F
*****
Street Name:      SEPULVEDA BLVD.          CENTURY BLVD.
Approach:         North Bound          South Bound          East Bound          West Bound
Movement:        L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:         Permitted          Permitted          Permitted          Permitted
Rights:          Ignore          Include          Include          Include
Min. Green:      0 0 0          0 0 0          0 0 0          0 0 0
Lanes:          0 0 4 0 1      0 0 4 0 1      0 0 0 0 0      1 1 0 0 2
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:        0 4649 0          0 1701 36          0 0 0          410 70 347
Growth Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:    0 4649 0          0 1701 36          0 0 0          410 70 347
Added Vol:      0 265 0          0 3 0          0 0 0          41 12 123
PasserByVol:   0 0 0          0 0 0          0 0 0          0 0 0
Initial Fut:    0 4914 0          0 1704 36          0 0 0          451 82 470
User Adj:       1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:        1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:     0 4914 0          0 1704 36          0 0 0          451 82 470
Reduct Vol:     0 0 0          0 0 0          0 0 0          0 0 0
Reduced Vol:   0 4914 0          0 1704 36          0 0 0          451 82 470
PCE Adj:        1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:        1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00
Final Vol.:    0 4914 0          0 1704 36          0 0 0          496 82 517
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:       1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:         0.00 4.00 1.00 0.00 4.00 1.00 0.00 0.00 0.00 1.72 0.28 2.00
Final Sat.:    0 6000 1500          0 6000 1500          0 0 0          2574 426 3000
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:        0.00 0.82 0.00          0.00 0.28 0.02          0.00 0.00 0.00          0.19 0.19 0.17
Crit Vol:       1229          0          0          289
Crit Moves:     ****          ****          ****
*****

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Study Area Intersection Capacity Analysis

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T2/T3 Primary Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #39 CENTURY BLVD. @ 405 N/B RAMP
*****
Cycle (sec):          100          Critical Vol./Cap. (X):      1.010
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          405 NORTH OFF RAMP          CENTURY BLVD
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|
Control:                Permitted          Permitted          Permitted          Permitted
Rights:                  Include            Include            Include            Include
Min. Green:              0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                   2    0    0    0    1    0    0    0    0    1    1    0    2    1    1    0    0    2    1    0
-----|-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:   1285    0    393    0    0    26    5    614    200    0    2191    7
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 1285    0    393    0    0    26    5    614    200    0    2191    7
Added Vol:   9    0    0    0    0    0    0    4    53    0    118    0
PasserByVol: 0    0    0    0    0    0    0    0    0    0    0    0
Initial Fut: 1294    0    393    0    0    26    5    618    253    0    2309    7
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:  1294    0    393    0    0    26    5    618    253    0    2309    7
Reduct Vol:   0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol: 1294    0    393    0    0    26    5    618    253    0    2309    7
PCE Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:      1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00 1.00
Final Vol.:  1423    0    393    0    0    26    5    618    278    0    2309    7
-----|-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:    1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:       2.00 0.00 1.00 0.00 0.00 1.00 1.00 2.76 1.24 0.00 2.99 0.01
Final Sat.:  3000    0    1500    0    0    1500    1500 4137 1863    0    4486    14
-----|-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:     0.47 0.00 0.26 0.00 0.00 0.02 0.00 0.15 0.15 0.00 0.51 0.51
Crit Vol:    712          26    5          772
Crit Moves:  ****          ****  ****          ****
*****

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T2/T3 Primary Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #47 IMPERIAL HWY. @ DOUGLAS ST.
*****
Cycle (sec):      100          Critical Vol./Cap. (X):      0.543
Loss Time (sec):  0 (Y+R = 4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:    50          Level Of Service:      A
*****
Street Name:      DOUGLAS STREET          IMPERIAL HWY.
Approach:         North Bound          South Bound          East Bound          West Bound
Movement:        L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:         Split Phase          Split Phase          Protected          Protected
Rights:          Include          Include          Include          Include
Min. Green:      0 0 0          0 0 0          0 0 0          0 0 0
Lanes:           1 0 1 0 2          1 0 1! 0 1          1 0 2 1 0          2 0 2 1 0
-----|-----|-----|-----|-----|
Volume Module:   >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:       77 14 83          42 45 10          34 439 200          385 1422 58
Growth Adj:     1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
Initial Bse:    77 14 83          42 45 10          34 439 200          385 1422 58
Added Vol:      3 0 0          0 0 0          0 13 0          0 208 0
PasserByVol:   0 0 0          0 0 0          0 0 0          0 0 0
Initial Fut:    80 14 83          42 45 10          34 452 200          385 1630 58
User Adj:       1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
PHF Adj:        1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
PHF Volume:     80 14 83          42 45 10          34 452 200          385 1630 58
Reduct Vol:    0 0 0          0 0 0          0 0 0          0 0 0
Reduced Vol:   80 14 83          42 45 10          34 452 200          385 1630 58
PCE Adj:        1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
MLF Adj:        1.00 1.00 1.10      1.10 1.00 1.10      1.00 1.00 1.00      1.10 1.00 1.00
Final Vol.:    80 14 91          46 45 11          34 452 200          424 1630 58
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:       1375 1375 1375      1375 1375 1375      1375 1375 1375      1375 1375 1375
Adjustment:     1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
Lanes:          1.00 1.00 2.00      1.36 0.64 1.00      1.00 2.08 0.92      2.00 2.90 0.10
Final Sat.:    1375 1375 2750      1865 885 1375      1375 2860 1265      2750 3983 142
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:        0.06 0.01 0.03      0.02 0.05 0.01      0.02 0.16 0.16      0.15 0.41 0.41
Crit Vol:       80          70          34          563
Crit Moves:     ****          ****          ****          ****
*****

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T2/T3 Primary Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #65 SEPULVEDA @ H. HUGHES PARKWAY
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.840
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        90          Level Of Service:          D
*****
Street Name:          Sepulveda Boulevard          H. Hughes Parkway
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|
Control:                Permitted          Permitted          Permitted          Permitted
Rights:                 Ignore          Include          Include          Include
Min. Green:             0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                  0  0  4  0  1      2  0  3  0  0      0  0  0  0  0      3  0  0  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:               0 3157 1112 150 987 0 0 0 0 840 0 145
Growth Adj:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:            0 3157 1112 150 987 0 0 0 0 840 0 145
Added Vol:              0  9  1  0  62  0  0  0  0  211  0  0
PasserByVol:           0  0  0  0  0  0  0  0  0  0  0  0
Initial Fut:           0 3166 1113 150 1049 0 0 0 0 1051 0 145
User Adj:               1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:                1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:             0 3166 0 150 1049 0 0 0 0 1051 0 145
Reduct Vol:             0  0  0  0  0  0  0  0  0  0  0  0
Reduced Vol:           0 3166 0 150 1049 0 0 0 0 1051 0 145
PCE Adj:                1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:                1.00 1.00 0.00 1.10 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00
Final Vol.:             0 3166 0 165 1049 0 0 0 0 1156 0 145
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                 0.00 4.00 1.00 2.00 3.00 0.00 0.00 0.00 0.00 3.00 0.00 1.00
Final Sat.:            0 6000 1500 3000 4500 0 0 0 0 4500 0 1500
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.00 0.53 0.00 0.06 0.23 0.00 0.00 0.00 0.00 0.26 0.00 0.10
Crit Vol:               791 83 0 385
Crit Moves:            ****  ****  ****
*****

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T2/T3 Primary Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #67 IMPERIAL HWY. @ La CIENEGA BLVD.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.595
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        56          Level Of Service:          A
*****
Street Name:          La CIENEGA BLVD.          IMPERIAL HWY.
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|
Control:              Protected          Protected          Protected          Protected
Rights:               Include          Include          Include          Include
Min. Green:           0 0 0          0 0 0          0 0 0          0 0 0
Lanes:                2 0 1 1 1          2 0 1 1 1          2 0 3 0 2          2 0 3 0 2
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:             79 307 145 101 202 345 316 211 146 106 951 696
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          79 307 145 101 202 345 316 211 146 106 951 696
Added Vol:            1 0 0 0 4 0 42 18 7 21 0 66 11
PasserByVol:         0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:          80 307 145 105 202 387 334 218 167 106 1017 707
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           80 307 145 105 202 387 334 218 167 106 1017 707
Reduct Vol:           0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:          80 307 145 105 202 387 334 218 167 106 1017 707
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.10 1.00 1.10 1.10 1.00 1.10 1.10 1.00 1.10 1.10 1.00 1.10
Final Vol.:           88 307 160 116 202 426 367 218 184 117 1017 778
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                2.00 1.97 1.03 2.00 1.00 2.00 2.00 3.00 2.00 2.00 3.00 2.00
Final Sat.:           2750 2715 1410 2750 1375 2750 2750 4125 2750 2750 4125 2750
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.03 0.11 0.11 0.04 0.15 0.15 0.13 0.05 0.07 0.04 0.25 0.28
Crit Vol:              44 202 184 389
Crit Moves:          ****          ****          ****          ****
*****

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T2/T3 Primary Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #68 IMPERIAL HWY @MAIN STREET
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          1.255
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          MAIN STREET          IMPERIAL HWY
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Split Phase          Split Phase          Permitted          Protected
Rights:               Ignore              Include              Include              Include
Min. Green:           0  0  0              0  0  0              0  0  0              0  0  0
Lanes:                1  1  0  0  1        0  0  0  0  1        1  0  2  0  1        2  0  2  0  1
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:             507  1  604          0  0  5          0  906  225  547  1409  1
Growth Adj:           1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:           507  1  604          0  0  5          0  906  225  547  1409  1
Added Vol:             0  0  1          0  0  0          0  174  0  0  520  0
PasserByVol:          0  0  0          0  0  0          0  0  0  0  0  0  0
Initial Fut:           507  1  605          0  0  5          0  1080  225  547  1929  1
User Adj:              1.00 1.00 0.00          1.00 1.00 1.00          1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:               1.00 1.00 0.00          1.00 1.00 1.00          1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           507  1  0          0  0  5          0  1080  225  547  1929  1
Reduct Vol:           0  0  0          0  0  0          0  0  0  0  0  0  0
Reduced Vol:           507  1  0          0  0  5          0  1080  225  547  1929  1
PCE Adj:               1.00 1.00 0.00          1.00 1.00 1.00          1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:               1.10 1.00 0.00          1.00 1.00 1.00          1.00 1.00 1.00 1.10 1.00 1.00
Final Vol.:            558  1  0          0  0  5          0  1080  225  602  1929  1
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425 1425          1425 1425 1425          1425 1425 1425 1425 1425 1425
Adjustment:           1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                1.99 0.01 1.00          0.00 0.00 1.00          1.00 2.00 1.00 2.00 2.00 1.00
Final Sat.:           2845  5  1425          0  0  1425          1425 2850  1425  2850  2850  1425
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.20 0.20 0.00          0.00 0.00 0.00          0.00 0.38 0.16 0.21 0.68 0.00
Crit Vol:              279          5          540          965
Crit Moves:          ****          ****          ****          ****
*****

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T2/T3 Primary Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #69 IMPERIAL HWY @ PERSHING DR.
*****
Cycle (sec):      100          Critical Vol./Cap. (X):      0.597
Loss Time (sec):   0 (Y+R = 4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:    46          Level Of Service:      A
*****
Street Name:      PERSHING DR./HYPERION DWY.          IMPERIAL HWY
Approach:         North Bound          South Bound          East Bound          West Bound
Movement:        L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|
Control:         Split Phase          Split Phase          Protected          Permitted
Rights:          Include          Include          Include          Ovl
Min. Green:      0 0 0 0          0 0 0 0          0 0 0 0          0 0 0 0
Lanes:          0 0 0 1 0          2 0 0 0 1          2 0 1 1 0          1 0 2 0 2
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M
Base Vol:        0 1 4 788 0 92 208 341 1 8 404 1475
Growth Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:     0 1 4 788 0 92 208 341 1 8 404 1475
Added Vol:       0 0 0 174 0 0 0 0 0 0 0 521
PasserByVol:    0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:     0 1 4 962 0 92 208 341 1 8 404 1996
User Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:        1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:     0 1 4 962 0 92 208 341 1 8 404 1996
Reduct Vol:     0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:    0 1 4 962 0 92 208 341 1 8 404 1996
PCE Adj:        1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:        1.00 1.00 1.00 1.10 1.00 1.00 1.10 1.00 1.00 1.00 1.10
Final Vol.:     0 1 4 1058 0 92 229 341 1 8 404 2196
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:       1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:         0.00 0.20 0.80 2.00 0.00 1.00 2.00 1.99 0.01 1.00 2.00 2.00
Final Sat.:     0 285 1140 2850 0 1425 2850 2842 8 1425 2850 2850
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:        0.00 0.00 0.00 0.37 0.00 0.06 0.08 0.12 0.12 0.01 0.14 0.77
Crit Vol:       5 529 114 202
Crit Moves:     **** **** **** ****
*****

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T2/T3 Primary Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #71 IMPERIAL HWY @ SEPULVEDA BL.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          1.188
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          SEPULVEDA BL.          IMPERIAL HWY
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Protected          Protected          Protected          Protected
Rights:                Include          Include          Include          Include
Min. Green:            0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                 1  0  3  0  1          2  0  3  1  0          2  0  3  0  1          2  0  3  0  1
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:              111 1911  579  406 2322  11  261 230  69  222 250  463
Growth Adj:            1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
Initial Bse:           111 1911  579  406 2322  11  261 230  69  222 250  463
Added Vol:              18  34  0          1  7  0          1  13  0          0  60 154
PasserByVol:           0  0  0          0  0  0          0  0  0          0  0  0
Initial Fut:           129 1945  579  407 2329  11  262 243  69  222 310  617
User Adj:              1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Volume:            129 1945  579  407 2329  11  262 243  69  222 310  617
Reduct Vol:            0  0  0          0  0  0          0  0  0          0  0  0
Reduced Vol:           129 1945  579  407 2329  11  262 243  69  222 310  617
PCE Adj:               1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
MLF Adj:               1.00 1.00  1.00  1.10 1.00  1.00 1.10 1.00  1.00 1.10 1.00  1.00
Final Vol.:            129 1945  579  448 2329  11  288 243  69  244 310  617
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1375 1375  1375  1375 1375  1375 1375 1375  1375 1375 1375  1375
Adjustment:            1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
Lanes:                 1.00 3.00  1.00  2.00 3.98  0.02 2.00 3.00  1.00 2.00 3.00  1.00
Final Sat.:            1375 4125  1375  2750 5474  26  2750 4125  1375 2750 4125  1375
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.09 0.47  0.42  0.16 0.43  0.43  0.10 0.06  0.05 0.09 0.08  0.45
Crit Vol:              648          224          144          617
Crit Moves:           ****          ****          ****          ****
*****

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T2/T3 Primary Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #73 IMPERIAL HWY @ NASH ST.
*****
Cycle (sec):      100          Critical Vol./Cap. (X):      0.924
Loss Time (sec):  0 (Y+R = 4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:    180          Level Of Service:      E
*****
Street Name:  FWY 105 OFF RAMP/ NASH STREET          IMPERIAL HWY.
Approach:     North Bound          South Bound          East Bound          West Bound
Movement:     L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|-----|-----|-----|
Control:      Split Phase          Split Phase          Permitted          Protected
Rights:       Include          Include          Include          Include
Min. Green:   0 0 0 0          0 0 0 0          0 0 0 0          0 0 0 0
Lanes:        1 0 0 0 2          1 1 0 1 1          0 0 2 1 0          2 0 3 0 0
-----|-----|-----|-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M
Base Vol:     58 0 55 431 1046 578 0 658 113 262 1046 0
Growth Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:   58 0 55 431 1046 578 0 658 113 262 1046 0
Added Vol:    3 0 0 0 0 0 0 0 13 0 0 211 0
PasserByVol:  0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:  61 0 55 431 1046 578 0 671 113 262 1257 0
User Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:   61 0 55 431 1046 578 0 671 113 262 1257 0
Reduct Vol:   0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:  61 0 55 431 1046 578 0 671 113 262 1257 0
PCE Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.10 1.10 1.00 1.10 1.00 1.00 1.00 1.10 1.00 1.00
Final Vol.:   61 0 61 474 1046 636 0 671 113 288 1257 0
-----|-----|-----|-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:     1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:        1.00 0.00 2.00 1.00 1.82 1.18 0.00 2.57 0.43 2.00 3.00 0.00
Final Sat.:   1425 0 2850 1425 2590 1685 0 3659 616 2850 4275 0
-----|-----|-----|-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.04 0.00 0.02 0.33 0.40 0.38 0.00 0.18 0.18 0.10 0.29 0.00
Crit Vol:     61 576 261 419
Crit Moves:   ****          ****          ****          ****
*****

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T2/T3 Primary Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #74 IMPERIAL HWY. @ 105 RAMP
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          1.047
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          / 105 RAMP          IMPERIAL HWY.
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|-----|-----|-----|
Control:              Split Phase          Split Phase          Permitted          Protected
Rights:               Ovl          Ovl          Include          Include
Min. Green:           0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                2  0  0  0  2          0  0  0  0  0          0  0  2  1  1          2  0  2  0  0
-----|-----|-----|-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:             1113  0  370          0  0  0          0  301  364  113 1138  0
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:           1113  0  370          0  0  0          0  301  364  113 1138  0
Added Vol:             159  0  5          0  0  0          0  41  44  5 104  0
PasserByVol:          0  0  0          0  0  0          0  0  0  0  0  0
Initial Fut:           1272  0  375          0  0  0          0  342  408  118 1242  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:           1272  0  375          0  0  0          0  342  408  118 1242  0
Reduct Vol:            0  0  0          0  0  0          0  0  0  0  0  0
Reduced Vol:           1272  0  375          0  0  0          0  342  408  118 1242  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.:           1399  0  413          0  0  0          0  342  449  130 1242  0
-----|-----|-----|-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                2.00 0.00 2.00 0.00 0.00 0.00 0.00 2.00 2.00 2.00 2.00 0.00
Final Sat.:           2850  0 2850          0  0  0          0 2850 2850 2850 2850  0
-----|-----|-----|-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.49 0.00 0.14 0.00 0.00 0.00 0.00 0.12 0.16 0.05 0.44 0.00
Crit Vol:              700          0          171          621
Crit Moves:          ****          ****          ****
*****

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T2/T3 Primary Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #75 IMPERIAL HWY. @ 405 NORTH RAMP
*****
Cycle (sec):      100          Critical Vol./Cap. (X):      0.651
Loss Time (sec):  0 (Y+R = 4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:    53          Level Of Service:      B
*****
Street Name:      405 NORTH RAMP          IMPERIAL HWY
Approach:         North Bound          South Bound          East Bound          West Bound
Movement:        L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:         Split Phase          Split Phase          Permitted          Permitted
Rights:          Include          Include          Ignore          Ignore
Min. Green:      0 0 0          0 0 0          0 0 0          0 0 0
Lanes:           1 0 1! 0 0          0 0 0 0 0          0 0 2 1 1          0 0 2 1 1
-----|-----|-----|-----|-----|
Volume Module:   >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:        636 0 76          0 0 0          0 382 79          0 1542 576
Growth Adj:      1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
Initial Bse:     636 0 76          0 0 0          0 382 79          0 1542 576
Added Vol:       4 0 0          0 0 0          0 7 4          0 73 0
PasserByVol:    0 0 0          0 0 0          0 0 0          0 0 0
Initial Fut:     640 0 76          0 0 0          0 389 83          0 1615 576
User Adj:        1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 0.00    1.00 1.00 0.00
PHF Adj:         1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 0.00    1.00 1.00 0.00
PHF Volume:     640 0 76          0 0 0          0 389 0          0 1615 0
Reduct Vol:     0 0 0          0 0 0          0 0 0          0 0 0
Reduced Vol:    640 0 76          0 0 0          0 389 0          0 1615 0
PCE Adj:         1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 0.00    1.00 1.00 0.00
MLF Adj:         1.10 1.00 1.00    1.00 1.00 1.00    1.00 1.00 0.00    1.00 1.00 0.00
Final Vol.:     704 0 76          0 0 0          0 389 0          0 1615 0
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:        1425 1425 1425    1425 1425 1425    1425 1425 1425    1425 1425 1425
Adjustment:      1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
Lanes:           1.81 0.00 0.19    0.00 0.00 0.00    0.00 3.00 1.00    0.00 3.00 1.00
Final Sat.:     2572 0 278          0 0 0          0 4275 1425          0 4275 1425
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:         0.27 0.00 0.27    0.00 0.00 0.00    0.00 0.09 0.00    0.00 0.38 0.00
Crit Vol:        390          0          0          538
Crit Moves:     ****          ****          ****
*****

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T2/T3 Primary Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #89 La CIENEGA BLVD. @ LENNOX BLVD
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.665
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        56          Level Of Service:          B
*****
Street Name:          La CIENEGA BLVD.          LENNOX BLVD
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|
Control:              Permitted          Permit+Prot          Split Phase          Split Phase
Rights:               Include          Include          Include          Include
Min. Green:           0 0 1 1 0          0 0 0 0          0 0 0 0          0 0 0 0
Lanes:                0 0 1 1 0          1 0 2 1 0          0 0 0 0 0          1 1 0 0 1
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:             0 1077 101 67 433 29 0 0 0 171 0 287
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          0 1077 101 67 433 29 0 0 0 171 0 287
Added Vol:            0 7 0 0 4 0 0 0 0 0 0 1
PasserByVol:         0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:          0 1084 101 67 437 29 0 0 0 171 0 288
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           0 1084 101 67 437 29 0 0 0 171 0 288
Reduct Vol:           0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:          0 1084 101 67 437 29 0 0 0 171 0 288
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00
Final Vol.:           0 1084 101 67 437 29 0 0 0 188 0 288
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                0.00 1.83 0.17 1.00 2.81 0.19 0.00 0.00 0.00 2.00 0.00 1.00
Final Sat.:           0 2607 243 1425 4009 266 0 0 0 2850 0 1425
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.42 0.42 0.05 0.11 0.11 0.00 0.00 0.00 0.07 0.00 0.20
Crit Vol:             592 67 0 0 0 0 0 0 0 288
Crit Moves:          ****  ****  ****
*****

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T2/T3 Primary Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #94 La CIENEGA BLVD. @ 111TH STREET
*****
Cycle (sec):      100          Critical Vol./Cap. (X):      0.459
Loss Time (sec):  0 (Y+R = 4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:    34          Level Of Service:      A
*****
Street Name:      La CIENEGA BLVD. / 111TH STREET
Approach:         North Bound      South Bound      East Bound      West Bound
Movement:        L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|-----|
Control:          Permitted      Permitted      Split Phase      Split Phase
Rights:           Include      Include      Include      Include
Min. Green:       0 0 0      0 0 0      0 0 0      0 0 0
Lanes:            1 0 2 0 0      0 0 2 1 0      2 0 0 0 1      0 0 0 0 0
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:         214 1191      0 0 462 112 45 0 55 0 0 0
Growth Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:      214 1191      0 0 462 112 45 0 55 0 0 0
Added Vol:        0 7 0      0 0 4 0 0 0 0 0 0 0 0
PasserByVol:     0 0 0      0 0 0 0 0 0 0 0 0 0 0
Initial Fut:     214 1198      0 0 466 112 45 0 55 0 0 0
User Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:          1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:       214 1198      0 0 466 112 45 0 55 0 0 0
Reduct Vol:       0 0 0      0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:     214 1198      0 0 466 112 45 0 55 0 0 0
PCE Adj:          1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:          1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00
Final Vol.:      214 1198      0 0 466 112 50 0 55 0 0 0
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:         1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:            1.00 2.00 0.00 0.00 2.42 0.58 2.00 0.00 1.00 0.00 0.00 0.00
Final Sat.:      1425 2850      0 0 3447 828 2850 0 1425 0 0 0
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:          0.15 0.42 0.00 0.00 0.14 0.14 0.02 0.00 0.04 0.00 0.00 0.00
Crit Vol:         599          0          55          0
Crit Moves:       ****          ****          ****
*****

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T2/T3 Primary Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #96 La CIENEGA BLVD. @ 405 S/B RAPM
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          1.034
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          La CIENEGA BLVD.          405 N/B RAPM
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|-----|-----|-----|
Control:                Permitted          Permitted          Split Phase          Split Phase
Rights:                  Ovl          Include          Include          Include
Min. Green:              0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                   0  0  1  1  1          1  0  2  0  0          0  0  0  0  0          1  0  1!  0  0
-----|-----|-----|-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:                0 1926 143 144 419 0 0 0 0 586 0 87
Growth Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:              0 1926 143 144 419 0 0 0 0 586 0 87
Added Vol:                0 1 0 0 4 0 0 0 0 0 0 1
PasserByVol:              0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:              0 1927 143 144 423 0 0 0 0 586 0 88
User Adj:                 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:                  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:               0 1927 143 144 423 0 0 0 0 586 0 88
Reduct Vol:               0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:              0 1927 143 144 423 0 0 0 0 586 0 88
PCE Adj:                  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:                  1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00
Final Vol.:               0 1927 157 144 423 0 0 0 0 645 0 88
-----|-----|-----|-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:                 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                    0.00 2.00 1.00 1.00 2.00 0.00 0.00 0.00 0.00 1.76 0.00 0.24
Final Sat.:                0 2850 1425 1425 2850 0 0 0 0 2508 0 342
-----|-----|-----|-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:                  0.00 0.68 0.11 0.10 0.15 0.00 0.00 0.00 0.00 0.26 0.00 0.26
Crit Vol:                  963          144          0          366
Crit Moves:                ****          ****          ****
*****

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T2/T3 Primary Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #97 La CIENEGA BLVD. @ 405 S/B RAMP
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.567
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        53          Level Of Service:          A
*****
Street Name:          La CIENEGA BLVD.          405 S/B RAMP
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:                Protected          Protected          Split Phase          Split Phase
Rights:                  Include          Include          Include          Ovl
Min. Green:              0 0 0          0 0 0          0 0 0          0 0 0
Lanes:                   0 0 1 1 0          2 0 1 1 0          0 0 0 0 1          0 0 0 0 2
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:                0 962 45 457 538 20 0 0 2 0 0 109
Growth Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:              0 962 45 457 538 20 0 0 2 0 0 109
Added Vol:                0 7 0 36 4 0 0 0 0 0 0 0
PasserByVol:              0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:              0 969 45 493 542 20 0 0 2 0 0 109
User Adj:                1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:                  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:              0 969 45 493 542 20 0 0 2 0 0 109
Reduct Vol:              0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:              0 969 45 493 542 20 0 0 2 0 0 109
PCE Adj:                  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:                  1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10
Final Vol.:               0 969 45 542 542 20 0 0 2 0 0 120
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:                1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                   0.00 1.91 0.09 2.00 1.93 0.07 0.00 0.00 1.00 0.00 0.00 2.00
Final Sat.:              0 2628 122 2750 2652 98 0 0 1375 0 0 2750
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:                 0.00 0.37 0.37 0.20 0.20 0.20 0.00 0.00 0.00 0.00 0.00 0.04
Crit Vol:                 507 271 2 0
Crit Moves:               **** **** **** ****
*****

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T2/T3 Primary Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #98 La CIENEGA BLVD. @ 405 S/B RAMP
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.641
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        52          Level Of Service:          B
*****
Street Name:          La CIENEGA BLVD.          405 S/B RAMP
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|-----|-----|-----|
Control:                Permitted          Permitted          Split Phase          Split Phase
Rights:                  Include          Include          Include          Include
Min. Green:             0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                  1  0  2  0  1          1  0  2  1  0          0  0  1!  0  0          1  1  0  1  0
-----|-----|-----|-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:               34 1303 164 75 452 0 5 0 30 203 0 82
Growth Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:            34 1303 164 75 452 0 5 0 30 203 0 82
Added Vol:              22 7 0 0 4 0 0 4 22 20 4 0
PasserByVol:           0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:           56 1310 164 75 456 0 5 4 52 223 4 82
User Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:                1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:            56 1310 164 75 456 0 5 4 52 223 4 82
Reduct Vol:             0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:           56 1310 164 75 456 0 5 4 52 223 4 82
PCE Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00
Final Vol.:            56 1310 164 75 456 0 5 4 52 245 4 82
-----|-----|-----|-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                 1.00 2.00 1.00 1.00 3.00 0.00 0.08 0.07 0.85 2.00 0.05 0.95
Final Sat.:            1425 2850 1425 1425 4275 0 117 93 1215 2850 66 1359
-----|-----|-----|-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.04 0.46 0.12 0.05 0.11 0.00 0.04 0.04 0.04 0.09 0.06 0.06
Crit Vol:              655 75 61 123
Crit Moves:            **** **** **** ****
*****

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T2/T3 Primary Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #101 SEPULVEDA BLVD. @ LA TIJERA BLVD.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.812
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        121          Level Of Service:          D
*****
Street Name:          Sepulveda Boulevard          La Tijera Boulevard
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:                Prot+Permit          Prot+Permit          Prot+Permit          Prot+Permit
Rights:                  Include          Include          Include          Include
Min. Green:              0 0 0          0 0 0          0 0 0          0 0 0
Lanes:                   1 0 3 0 1          1 0 3 0 1          1 0 2 0 1          1 0 1 1 0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:                48 2008          105          24 1363          45          76 156          80          341 189          33
Growth Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
Initial Bse:              48 2008          105          24 1363          45          76 156          80          341 189          33
Added Vol:                0 9 0          0 273          0          1 0 3          1 5 0
PasserByVol:              0 0 0          0 0 0          0          0 0 0          0 0 0
Initial Fut:              48 2017          105          24 1636          45          77 156          83          342 194          33
User Adj:                 1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
PHF Adj:                  1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
PHF Volume:              48 2017          105          24 1636          45          77 156          83          342 194          33
Reduct Vol:                0 0 0          0 0 0          0          0 0 0          0 0 0
Reduced Vol:              48 2017          105          24 1636          45          77 156          83          342 194          33
PCE Adj:                  1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
MLF Adj:                  1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
Final Vol.:              48 2017          105          24 1636          45          77 156          83          342 194          33
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:                1375 1375          1375          1375 1375          1375          1375 1375          1375          1375 1375          1375
Adjustment:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
Lanes:                   1.00 3.00          1.00          1.00 3.00          1.00          1.00 2.00          1.00          1.00 1.71          0.29
Final Sat.:              1375 4125          1375          1375 4125          1375          1375 2750          1375          1375 2350          400
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:                 0.03 0.49          0.08          0.02 0.40          0.03          0.06 0.06          0.06          0.25 0.08          0.08
Crit Vol:                 672          24          78          342
Crit Moves:              ****          ****          ****          ****
*****

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Study Area Intersection Capacity Analysis

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T2/T3 Primary Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #108 SEPULVEDA BLVD. @ LINCOLN BLVD.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.905
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          SEPULVEDA BOULEVARD          LINCOLN BOULEVARD
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|-----|-----|-----|
Control:              Protected          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0 0 0          0 0 0          0 0 0          0 0 0
Lanes:                4 0 2 1 0          0 0 3 1 0          0 0 0 0 4          0 0 1! 0 0
-----|-----|-----|-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             2120 2315          0 0 1486 27          0 0 1180          0 0 0
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          2120 2315          0 0 1486 27          0 0 1180          0 0 0
Added Vol:            11 377          0 0 3 0          0 0 0          0 0 0
PasserByVol:         0 0          0 0 0          0 0 0          0 0 0
Initial Fut:          2131 2692          0 0 1489 27          0 0 1180          0 0 0
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           2131 2692          0 0 1489 27          0 0 1180          0 0 0
Reduct Vol:           0 0          0 0 0          0 0 0          0 0 0
Reduced Vol:          2131 2692          0 0 1489 27          0 0 1180          0 0 0
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00 1.00
Final Vol.:           2344 2692          0 0 1489 27          0 0 1298          0 0 0
-----|-----|-----|-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                4.00 3.00 0.00 0.00 3.93 0.07 0.00 0.00 4.00 0.00 1.00 0.00
Final Sat.:           5700 4275          0 0 5598 102          0 0 5700          0 1425 0
-----|-----|-----|-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.41 0.63 0.00 0.00 0.27 0.27 0.00 0.00 0.23 0.00 0.00 0.00
Crit Vol:              586          379          325          0
Crit Moves:          ****          ****          ****
*****

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T2/T3 Primary Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #114 SEPULVEDA BLVD. @ MANCHESTER AVE.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.995
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          Sepulveda Boulevard          Manchester Avenue
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|
Control:               Prot+Permit          Prot+Permit          Protected          Prot+Permit
Rights:                 Ovl          Ovl          Ovl          Ovl
Min. Green:            0 0 0          0 0 0          0 0 0          0 0 0
Lanes:                 1 0 3 0 1          1 0 3 0 1          2 0 2 0 1          1 0 1 1 0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              79 1947          61 106 1103          87 118 268          86 57 677 413
Growth Adj:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:           79 1947          61 106 1103          87 118 268          86 57 677 413
Added Vol:              0 10          0 0 273          0 0 0          0 0 0 0
PasserByVol:           0 0          0 0 0          0 0 0          0 0 0 0
Initial Fut:           79 1957          61 106 1376          87 118 268          86 57 677 413
User Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:            79 1957          61 106 1376          87 118 268          86 57 677 413
Reduct Vol:            0 0          0 0 0          0 0 0          0 0 0 0
Reduced Vol:           79 1957          61 106 1376          87 118 268          86 57 677 413
PCE Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00
Final Vol.:            79 1957          61 106 1376          87 130 268          86 57 677 413
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                 1.00 3.00 1.00 1.00 3.00 1.00 2.00 2.00 1.00 1.00 1.24 0.76
Final Sat.:            1375 4125 1375 1375 4125 1375 2750 2750 1375 1375 1708 1042
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.06 0.47 0.04 0.08 0.33 0.06 0.05 0.10 0.06 0.04 0.40 0.40
Crit Vol:              652          106          65          545
Crit Moves:            ****          ****          ****          ****
*****

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T2/T3 Primary Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #123 WESTCHESTER PARKWAY @ PERSHING DRIVE
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.711
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        64          Level Of Service:          C
*****
Street Name:          Pershing Drive          Westchester Parkway
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:                Permitted          Protected          Permitted          Permitted
Rights:                  Include          Include          Include          Include
Min. Green:              0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                   0  0  2  0  1          1  0  2  0  0          0  0  0  0  0          2  0  0  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:                0 1180  444  70 502  0  0  0  0  291  0  61
Growth Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:              0 1180  444  70 502  0  0  0  0  291  0  61
Added Vol:                0  0  217  0  0  0  0  0  0  223  0  0
PasserByVol:              0  0  0  0  0  0  0  0  0  0  0  0
Initial Fut:              0 1180  661  70 502  0  0  0  0  514  0  61
User Adj:                 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:                  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:                0 1180  661  70 502  0  0  0  0  514  0  61
Reduct Vol:                0  0  0  0  0  0  0  0  0  0  0  0
Reduced Vol:              0 1180  661  70 502  0  0  0  0  514  0  61
PCE Adj:                  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:                  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:                0 1180  661  70 502  0  0  0  0  565  0  61
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:                1425 1425  1425  1425 1425  1425 1425 1425  1425 1425 1425  1425
Adjustment:              1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
Lanes:                    0.00 2.00  1.00  1.00 2.00  0.00 0.00 0.00  0.00 2.00 0.00  1.00
Final Sat.:                0 2850  1425  1425 2850  0  0  0  0  2850  0  1425
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:                  0.00 0.41  0.46  0.05 0.18  0.00 0.00 0.00  0.00 0.20 0.00  0.04
Crit Vol:                  661  70  0  283
Crit Moves:                ****  ****  ****
*****

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T2/T3 Primary Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #135 SEPULVEDA BLVD. @ WESTCHESTER PARKWAY
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          1.164
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          Sepulveda Boulevard          Westchester Parkway
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Prot+Permit          Prot+Permit          Prot+Permit          Prot+Permit
Rights:                Include             Include             Include             Include
Min. Green:            0 0 0             0 0 0             0 0 0             0 0 0
Lanes:                 1 0 3 0 1         1 0 3 0 1         1 0 1 1 0         1 0 1 1 0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              186 2223          25 142 1693          68 15 155          77 190 582          346
Growth Adj:            1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:           186 2223          25 142 1693          68 15 155          77 190 582          346
Added Vol:             368 9             0 2 3 273          0 0 0             0 0 5             0
PasserByVol:           0 0 0             0 0 0             0 0 0             0 0 0             0
Initial Fut:           554 2232          25 144 1696          341 15 155          77 190 587          346
User Adj:              1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:               1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Volume:           554 2232          25 144 1696          341 15 155          77 190 587          346
Reduct Vol:            0 0 0             0 0 0             0 0 0             0 0 0             0
Reduced Vol:           554 2232          25 144 1696          341 15 155          77 190 587          346
PCE Adj:               1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
MLF Adj:               1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Final Vol.:            554 2232          25 144 1696          341 15 155          77 190 587          346
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1375 1375          1375 1375 1375          1375 1375 1375          1375 1375 1375
Adjustment:            1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Lanes:                 1.00 3.00          1.00 1.00 3.00          1.00 1.34 0.66          1.00 1.26 0.74
Final Sat.:            1375 4125          1375 1375 4125          1375 1837 913          1375 1730 1020
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.40 0.54          0.02 0.10 0.41          0.25 0.01 0.08          0.08 0.14 0.34          0.34
Crit Vol:              554             565             15             466
Crit Moves:           ****             ****             ****             ****
*****

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T2/T3 Primary Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #136 SEPULVEDA @ 76th/77th STREET
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          1.048
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          Sepulveda Boulevard          76th/77th Street
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                1  0  3  0  1    1  0  3  0  1    2  0  1  0  1    1  0  1  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             70 2145    11    38 1375    220    778  80    82    43 119    388
Growth Adj:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:           70 2145    11    38 1375    220    778  80    82    43 119    388
Added Vol:             0  10    0    0  273    0    0  0    0    0  0    0
PasserByVol:          0  0    0    0  0    0    0  0    0    0  0    0
Initial Fut:           70 2155    11    38 1648    220    778  80    82    43 119    388
User Adj:             1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           70 2155    11    38 1648    220    778  80    82    43 119    388
Reduct Vol:           0  0    0    0  0    0    0  0    0    0  0    0
Reduced Vol:           70 2155    11    38 1648    220    778  80    82    43 119    388
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.10 1.00    1.00    1.00 1.00    1.00
Final Vol.:           70 2155    11    38 1648    220    856  80    82    43 119    388
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500    1500    1500 1500    1500    1500 1500    1500    1500 1500    1500
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                1.00 3.00    1.00    1.00 3.00    1.00    2.00 1.00    1.00    1.00 1.00    1.00
Final Sat.:           1500 4500    1500    1500 4500    1500    3000 1500    1500    1500 1500    1500
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.05 0.48    0.01    0.03 0.37    0.15    0.29 0.05    0.05    0.03 0.08    0.26
Crit Vol:              718          38          428          388
Crit Moves:           ****          ****          ****          ****
*****

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T2/T3 Primary Lot

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

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

Cycle (sec): 100 Critical Vol./Cap. (X): 0.905

Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 151 Level Of Service: E

Street Name: Sepulveda Boulevard 79th/80th Street

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted

Rights: Include Include Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Lanes: 1 0 2 1 0 1 0 3 0 1 1 0 1 0 1 0

Volume Module:

Base Vol: 148 2346 30 36 1284 199 178 98 155 48 218 130

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 148 2346 30 36 1284 199 178 98 155 48 218 130

Added Vol: 0 10 0 0 273 0 0 0 0 0 0 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 148 2356 30 36 1557 199 178 98 155 48 218 130

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 148 2356 30 36 1557 199 178 98 155 48 218 130

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 148 2356 30 36 1557 199 178 98 155 48 218 130

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Final Vol.: 148 2356 30 36 1557 199 178 98 155 48 218 130

Saturation Flow Module:

Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 1.00 2.96 0.04 1.00 3.00 1.00 1.00 1.00 1.00 1.00 0.63 0.37

Final Sat.: 1500 4443 57 1500 4500 1500 1500 1500 1500 1500 940 560

Capacity Analysis Module:

Vol/Sat: 0.10 0.53 0.53 0.02 0.35 0.13 0.12 0.07 0.10 0.03 0.23 0.23

Crit Vol: 795 36 178 348

Crit Moves: **** **** **** ****

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T2/T3 Primary Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #138 SEPULVEDA BLVD. @ 83rd STREET
*****
Cycle (sec):          100          Critical Vol./Cap. (X):      0.760
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        60          Level Of Service:          C
*****
Street Name:          Sepulveda Boulevard          83rd Street
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:            L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                1  0  2  1  0      1  0  2  1  0      0  0  1!  0  0      1  0  0  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             42 2207   19   30 1323   37   75  69   45   25 130   159
Growth Adj:           1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          42 2207   19   30 1323   37   75  69   45   25 130   159
Added Vol:            0  10   0   0  273   0   0  0   0   0  0   0
PasserByVol:         0  0   0   0  0   0   0  0   0   0  0   0
Initial Fut:         42 2217   19   30 1596   37   75  69   45   25 130   159
User Adj:             1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:          42 2217   19   30 1596   37   75  69   45   25 130   159
Reduct Vol:           0  0   0   0  0   0   0  0   0   0  0   0
Reduced Vol:         42 2217   19   30 1596   37   75  69   45   25 130   159
PCE Adj:              1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:          42 2217   19   30 1596   37   75  69   45   25 130   159
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500   1500 1500 1500   1500 1500 1500 1500 1500 1500
Adjustment:           1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                1.00 2.97   0.03 1.00 2.93 0.07 0.40 0.36 0.24 1.00 0.45 0.55
Final Sat.:          1500 4462   38 1500 4398 102 595 548 357 1500 675 825
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.03 0.50   0.50 0.02 0.36 0.36 0.13 0.13 0.13 0.02 0.19 0.19
Crit Vol:              745          30          75          289
Crit Moves:           ****          ****          ****          ****
*****

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Study Area Intersection Capacity Analysis

Future 2019 w/ Proj-AM Peak

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T2/T3 Primary Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #1000 La CIENEGA BLVD. @ 104 TH STREET
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.474
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        35          Level Of Service:          A
*****
Street Name:          La CIENEGA BLVD.          104 TH STREET
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|
Control:              Prot+Permit          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0 0 0          0 0 0          0 0 0          0 0 0
Lanes:                1 0 1 1 0          1 0 2 1 0          1 0 1 0 1          0 0 1! 0 0
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:             397 1012 12 13 481 88 20 0 81 6 0 14
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          397 1012 12 13 481 88 20 0 81 6 0 14
Added Vol:            0 7 0 0 4 0 0 0 0 0 0 0
PasserByVol:         0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:          397 1019 12 13 485 88 20 0 81 6 0 14
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           397 1019 12 13 485 88 20 0 81 6 0 14
Reduct Vol:          0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:          397 1019 12 13 485 88 20 0 81 6 0 14
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:           397 1019 12 13 485 88 20 0 81 6 0 14
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                1.00 1.98 0.02 1.00 2.54 0.46 1.00 1.00 1.00 0.30 0.00 0.70
Final Sat.:           1425 2817 33 1425 3618 657 1425 1425 1425 428 0 998
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.28 0.36 0.36 0.01 0.13 0.13 0.01 0.00 0.06 0.01 0.00 0.01
Crit Vol:             397 191 81 6
Crit Moves:          ****          ****          ****          ****
*****

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Study Area Intersection Capacity Analysis

Future 2019 w/ Proj-PM Peak

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T2/T3 Primary Lot

Scenario Report

Scenario: Future 2019 w/ Proj-PM Peak

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

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T2/T3 Primary Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #14 AVIATION BLVD. @ CENTURY BLVD.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          1.039
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          AVIATION BLVD.          CENTURY BLVD.
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|-----|-----|-----|
Control:              Protected          Protected          Protected          Protected
Rights:               Include          Include          Include          Include
Min. Green:           0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                2  0  1  1  0          2  0  2  0  1          1  0  3  1  0          1  0  3  1  0
-----|-----|-----|-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             496  576  135  114  536  153  155  2135  496  110  1317  159
Growth Adj:           1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Initial Bse:          496  576  135  114  536  153  155  2135  496  110  1317  159
Added Vol:            71   5   0   14  12   0   0  256  43   0   2   4
PasserByVol:          0   0   0   0   0   0   0   0   0   0   0   0
Initial Fut:          567  581  135  128  548  153  155  2391  539  110  1319  163
User Adj:             1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Adj:              1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Volume:           567  581  135  128  548  153  155  2391  539  110  1319  163
Reduct Vol:           0   0   0   0   0   0   0   0   0   0   0   0
Reduced Vol:          567  581  135  128  548  153  155  2391  539  110  1319  163
PCE Adj:              1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
MLF Adj:              1.10  1.00  1.00  1.10  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Final Vol.:           624  581  135  141  548  153  155  2391  539  110  1319  163
-----|-----|-----|-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375  1375  1375  1375  1375  1375  1375  1375  1375  1375  1375  1375
Adjustment:           1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Lanes:                2.00  1.62  0.38  2.00  2.00  1.00  1.00  3.26  0.74  1.00  3.56  0.44
Final Sat.:           2750  2231  519  2750  2750  1375  1375  4488  1012  1375  4895  605
-----|-----|-----|-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.23  0.26  0.26  0.05  0.20  0.11  0.11  0.53  0.53  0.08  0.27  0.27
Crit Vol:             312          274          732          110
Crit Moves:          ****          ****          ****          ****
*****

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T2/T3 Primary Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #16 IMPERIAL HWY. @ AVIATION BL.
*****
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 BL.          IMPERIAL HWY.
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Protected          Protected          Protected          Protected
Rights:               Ovl          Ovl          Include          Ovl
Min. Green:           0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                2  0  2  0  1          2  0  1  1  1          2  0  2  1  0          2  0  3  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             149  395  256  404  630  135  245  1312  287  177  458  434
Growth Adj:           1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Initial Bse:          149  395  256  404  630  135  245  1312  287  177  458  434
Added Vol:            2   0   0   52  1   2   5  186  20   0  18   71
PasserByVol:          0   0   0   0   0   0   0   0   0   0   0   0
Initial Fut:          151  395  256  456  631  137  250  1498  307  177  476  505
User Adj:             1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Adj:              1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Volume:           151  395  256  456  631  137  250  1498  307  177  476  505
Reduct Vol:           0   0   0   0   0   0   0   0   0   0   0   0
Reduced Vol:          151  395  256  456  631  137  250  1498  307  177  476  505
PCE Adj:              1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
MLF Adj:              1.10  1.00  1.00  1.10  1.00  1.10  1.10  1.00  1.00  1.10  1.00  1.00
Final Vol.:           166  395  256  502  631  151  275  1498  307  195  476  505
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375  1375  1375  1375  1375  1375  1375  1375  1375  1375  1375  1375
Adjustment:           1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Lanes:                2.00  2.00  1.00  2.00  2.00  1.00  2.00  2.49  0.51  2.00  3.00  1.00
Final Sat.:           2750  2750  1375  2750  2750  1375  2750  3423  702  2750  4125  1375
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.06  0.14  0.19  0.18  0.23  0.11  0.10  0.44  0.44  0.07  0.12  0.37
Crit Vol:              198          251          602          97
Crit Moves:           ****          ****          ****          ****
*****

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T2/T3 Primary Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #19 AVIATION BLVD. @ 111TH
*****
Cycle (sec):      100          Critical Vol./Cap. (X):      0.603
Loss Time (sec):  0 (Y+R = 4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:    57          Level Of Service:      B
*****
Street Name:      AVIATION BLVD.          111TH STREET
Approach:         North Bound          South Bound          East Bound          West Bound
Movement:        L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|
Control:         Protected          Protected          Protected          Protected
Rights:          Ovl          Include          Include          Ovl
Min. Green:      0  0  0          0  0  0          0  0  0          0  0  0
Lanes:          1  0  1  1  0          1  0  1  1  0          1  0  0  1  0          1  0  1  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:        14 1066   35   39 1212   72   66  89   26   30  45   67
Growth Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    14 1066   35   39 1212   72   66  89   26   30  45   67
Added Vol:      0   76   0    0   55   0    0   0   0    0   0   0
PasserByVol:    0   0   0    0   0   0    0   0   0    0   0   0
Initial Fut:    14 1142   35   39 1267   72   66  89   26   30  45   67
User Adj:       1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:        1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     14 1142   35   39 1267   72   66  89   26   30  45   67
Reduct Vol:     0   0   0    0   0   0    0   0   0    0   0   0
Reduced Vol:    14 1142   35   39 1267   72   66  89   26   30  45   67
PCE Adj:        1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:        1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:     14 1142   35   39 1267   72   66  89   26   30  45   67
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:       1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:          1.00 1.94  0.06  1.00 1.89  0.11  1.00 0.77  0.23  1.00 1.00  1.00
Final Sat.:     1375 2668   82  1375 2602  148  1375 1064  311  1375 1375  1375
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:        0.01 0.43  0.43  0.03 0.49  0.49  0.05 0.08  0.08  0.02 0.03  0.05
Crit Vol:       14          670          115          30
Crit Moves:     ****          ****          ****          ****
*****

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Study Area Intersection Capacity Analysis

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T2/T3 Primary Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #36 La CIENEGA BLVD. @ CENTURY BLVD
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          1.069
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          La CIENEGA BLVD.          CENTURY BLVD.
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Prot+Permit          Prot+Permit          Prot+Permit          Prot+Permit
Rights:                 Ovl                  Ovl                  Ovl                  Ovl
Min. Green:            0  0  0              0  0  0              0  0  0              0  0  0
Lanes:                 1  0  2  0  2        1  0  2  0  2        1  0  3  0  1        1  0  3  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              135  312  596  637  780  369  119 1348  512  96  861  230
Growth Adj:            1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:           135  312  596  637  780  369  119 1348  512  96  861  230
Added Vol:              0  0  0              0  1  0              0 142 128  0  6  0
PasserByVol:           0  0  0              0  0  0              0  0  0  0  0  0
Initial Fut:           135  312  596  637  781  369  119 1490  640  96  867  230
User Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:            135  312  596  637  781  369  119 1490  640  96  867  230
Reduct Vol:            0  0  0              0  0  0              0  0  0  0  0  0
Reduced Vol:           135  312  596  637  781  369  119 1490  640  96  867  230
PCE Adj:               1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:               1.00 1.00  1.10  1.00 1.00  1.10  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:            135  312  656  637  781  406  119 1490  640  96  867  230
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:            1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                 1.00 2.00  2.00  1.00 2.00  2.00  1.00 3.00  1.00  1.00 3.16  0.84
Final Sat.:            1375 2750  2750  1375 2750  2750  1375 4125  1375  1375 4347  1153
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.10 0.11  0.24  0.46 0.28  0.15  0.09 0.36  0.47  0.07 0.20  0.20
Crit Vol:                 328  637  640  0
Crit Moves:              ****  ****  ****  ****
*****

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T2/T3 Primary Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #38 CENTURY BLVD. @ SEPULVEDA BLVD.
*****
Cycle (sec):      100          Critical Vol./Cap. (X):      0.846
Loss Time (sec):  0 (Y+R = 4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:    93          Level Of Service:      D
*****
Street Name:      SEPULVEDA BLVD.          CENTURY BLVD.
Approach:         North Bound          South Bound          East Bound          West Bound
Movement:        L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|
Control:         Permitted          Permitted          Permitted          Permitted
Rights:          Ignore          Include          Include          Include
Min. Green:      0 0 0          0 0 0          0 0 0          0 0 0
Lanes:           0 0 4 0 1      0 0 4 0 1      0 0 0 0 0      1 1 0 0 2
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:        0 3754          0 0 2943          54 0 0 0          509 96 250
Growth Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:     0 3754          0 0 2943          54 0 0 0          509 96 250
Added Vol:       0 4          0 0 483          0 0 0 0          2 0 0
PasserByVol:    0 0          0 0 0          0 0 0          0 0 0
Initial Fut:    0 3758          0 0 3426          54 0 0 0          511 96 250
User Adj:       1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:        1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:     0 3758          0 0 3426          54 0 0 0          511 96 250
Reduct Vol:     0 0          0 0 0          0 0 0 0          0 0 0
Reduced Vol:    0 3758          0 0 3426          54 0 0 0          511 96 250
PCE Adj:       1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:       1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.10
Final Vol.:     0 3758          0 0 3426          54 0 0 0          562 96 275
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:       1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:         0.00 4.00 1.00 0.00 4.00 1.00 0.00 0.00 0.00 1.71 0.29 2.00
Final Sat.:    0 6000 1500          0 6000 1500          0 0 0          2562 438 3000
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:        0.00 0.63 0.00          0.00 0.57 0.04          0.00 0.00 0.00          0.22 0.22 0.09
Crit Vol:       940          0          0          329
Crit Moves:     ****          ****          ****
*****

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Study Area Intersection Capacity Analysis

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T2/T3 Primary Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #39 CENTURY BLVD. @ 405 N/B RAMP
*****
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:          405 NORTH OFF RAMP          CENTURY BLVD
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include            Include            Include            Include
Min. Green:           0  0  0  0          0  0  0  0          0  0  0  0          0  0  0  0
Lanes:                2  0  0  0  1      0  0  0  0  1      1  0  2  1  1      0  0  2  1  0
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 4 Aug 2004 << Employee PM
Base Vol:             708  0  368          0  0  42          26 1914  602          0  968  15
Growth Adj:           1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:          708  0  368          0  0  42          26 1914  602          0  968  15
Added Vol:            4  0  0          0  0  0          0  118  23          0  2  0
PasserByVol:          0  0  0          0  0  0          0  0  0          0  0  0
Initial Fut:          712  0  368          0  0  42          26 2032  625          0  970  15
User Adj:             1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Volume:           712  0  368          0  0  42          26 2032  625          0  970  15
Reduct Vol:           0  0  0          0  0  0          0  0  0          0  0  0
Reduced Vol:          712  0  368          0  0  42          26 2032  625          0  970  15
PCE Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
MLF Adj:              1.10 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.10          1.00 1.00 1.00
Final Vol.:           783  0  368          0  0  42          26 2032  688          0  970  15
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500 1500          1500 1500 1500          1500 1500 1500          1500 1500 1500
Adjustment:           1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Lanes:                2.00 0.00 1.00          0.00 0.00 1.00          1.00 2.99 1.01          0.00 2.95 0.05
Final Sat.:           3000  0 1500          0  0 1500          1500 4483 1517          0 4431  69
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.26 0.00 0.25          0.00 0.00 0.03          0.02 0.45 0.45          0.00 0.22 0.22
Crit Vol:              392          42          680          0
Crit Moves:          ****          ****          ****          ****
*****

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T2/T3 Primary Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #47 IMPERIAL HWY. @ DOUGLAS ST.
*****
Cycle (sec):      100          Critical Vol./Cap. (X):      0.786
Loss Time (sec):  0 (Y+R = 4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:    107          Level Of Service:      C
*****
Street Name:      DOUGLAS STREET          IMPERIAL HWY.
Approach:         North Bound          South Bound          East Bound          West Bound
Movement:        L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|-----|
Control:         Split Phase          Split Phase          Protected          Protected
Rights:          Include              Include              Include              Include
Min. Green:      0 0 0          0 0 0          0 0 0          0 0 0
Lanes:           1 0 1 0 2      1 0 1! 0 1      1 0 2 1 0      2 0 2 1 0
-----|-----|-----|-----|-----|-----|
Volume Module:
Base Vol:        165 25 417 59 34 15 22 1638 160 131 607 37
Growth Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:     165 25 417 59 34 15 22 1638 160 131 607 37
Added Vol:       0 0 0 0 0 0 0 0 211 3 0 22 0
PasserByVol:    0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:     165 25 417 59 34 15 22 1849 163 131 629 37
User Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:        1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:     165 25 417 59 34 15 22 1849 163 131 629 37
Reduct Vol:     0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:    165 25 417 59 34 15 22 1849 163 131 629 37
PCE Adj:        1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:        1.00 1.00 1.10 1.10 1.00 1.10 1.00 1.00 1.00 1.10 1.00 1.00
Final Vol.:     165 25 459 65 34 17 22 1849 163 144 629 37
-----|-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:       1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:         1.00 1.00 2.00 1.69 0.31 1.00 1.00 2.76 0.24 2.00 2.83 0.17
Final Sat.:     1375 1375 2750 2320 430 1375 1375 3791 334 2750 3896 229
-----|-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:        0.12 0.02 0.17 0.03 0.08 0.01 0.02 0.49 0.49 0.05 0.16 0.16
Crit Vol:       229 109 671 72
Crit Moves:     **** **** **** ****
*****

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T2/T3 Primary Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #65 SEPULVEDA @ H. HUGHES PARKWAY
*****
Cycle (sec):          100          Critical Vol./Cap. (X):      0.770
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        63          Level Of Service:          C
*****
Street Name:          Sepulveda Boulevard          H. Hughes Parkway
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Ignore             Include             Include             Include
Min. Green:           0  0  0            0  0  0            0  0  0            0  0  0
Lanes:                0  0  4  0  1      2  0  3  0  0      0  0  0  0  0      3  0  0  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             0 1527  710  616 2699  0  0  0  0  676  0  111
Growth Adj:           1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:          0 1527  710  616 2699  0  0  0  0  676  0  111
Added Vol:            0  62  218  0  5  0  0  0  0  17  0  0
PasserByVol:         0  0  0  0  0  0  0  0  0  0  0  0
Initial Fut:         0 1589  928  616 2704  0  0  0  0  693  0  111
User Adj:             1.00 1.00  0.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:              1.00 1.00  0.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:          0 1589  0  616 2704  0  0  0  0  693  0  111
Reduct Vol:          0  0  0  0  0  0  0  0  0  0  0  0
Reduced Vol:         0 1589  0  616 2704  0  0  0  0  693  0  111
PCE Adj:              1.00 1.00  0.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:              1.00 1.00  0.00  1.10 1.00  1.00 1.00 1.00  1.10 1.00 1.00
Final Vol.:          0 1589  0  678 2704  0  0  0  0  762  0  111
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500  1500 1500  1500 1500 1500  1500 1500 1500
Adjustment:           1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:                0.00 4.00  1.00  2.00 3.00  0.00 0.00 0.00  0.00 3.00 0.00 1.00
Final Sat.:          0 6000  1500  3000 4500  0  0  0  0  4500  0  1500
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.26  0.00  0.23 0.60  0.00 0.00 0.00  0.00 0.17 0.00  0.07
Crit Vol:             0 901  0  254
Crit Moves:          ****  ****  ****
*****

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T2/T3 Primary Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #67 IMPERIAL HWY. @ La CIENEGA BLVD.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.829
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        133          Level Of Service:          D
*****
Street Name:          La CIENEGA BLVD.          IMPERIAL HWY.
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:                Protected          Protected          Protected          Protected
Rights:                  Include          Include          Include          Include
Min. Green:              0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                   2  0  1  1  1          2  0  1  1  1          2  0  3  0  2          2  0  3  0  2
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:                68  216  738  421  412  260  243  1375  157  45  393  179
Growth Adj:              1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Initial Bse:              68  216  738  421  412  260  243  1375  157  45  393  179
Added Vol:                0  0  0          4  0  39  19  52  22  0  25  4
PasserByVol:              0  0  0          0  0  0          0  0  0          0  0  0
Initial Fut:              68  216  738  425  412  299  262  1427  179  45  418  183
User Adj:                 1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Adj:                  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Volume:               68  216  738  425  412  299  262  1427  179  45  418  183
Reduct Vol:               0  0  0          0  0  0          0  0  0          0  0  0
Reduced Vol:              68  216  738  425  412  299  262  1427  179  45  418  183
PCE Adj:                  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
MLF Adj:                  1.10  1.00  1.10  1.10  1.00  1.10  1.10  1.00  1.10  1.10  1.00  1.10
Final Vol.:               75  216  812  468  412  329  288  1427  197  50  418  201
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:                1375  1375  1375  1375  1375  1375  1375  1375  1375  1375  1375  1375
Adjustment:              1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Lanes:                    2.00  1.00  2.00  2.00  1.67  1.33  2.00  3.00  2.00  2.00  3.00  2.00
Final Sat.:              2750  1375  2750  2750  2294  1831  2750  4125  2750  2750  4125  2750
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:                  0.03  0.16  0.30  0.17  0.18  0.18  0.10  0.35  0.07  0.02  0.10  0.07
Crit Vol:                  406  234          476          25
Crit Moves:                ****  ****          ****          ****
*****

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T2/T3 Primary Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #68 IMPERIAL HWY @MAIN STREET
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.912
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          MAIN STREET          IMPERIAL HWY
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|
Control:              Split Phase          Split Phase          Permitted          Protected
Rights:               Ignore              Include              Include              Include
Min. Green:           0 0 0              0 0 0              0 0 0              0 0 0
Lanes:                1 1 0 0 1          0 0 1! 0 0          1 0 2 0 1          2 0 2 0 1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             244 0 478          5 1 1              0 1132 419 623 793 2
Growth Adj:           1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00 1.00 1.00
Initial Bse:          244 0 478          5 1 1              0 1132 419 623 793 2
Added Vol:            0 0 0              0 0 0              0 499 1 0 234 0
PasserByVol:         0 0 0              0 0 0              0 0 0 0 0 0 0
Initial Fut:          244 0 478          5 1 1              0 1631 420 623 1027 2
User Adj:             1.00 1.00 0.00    1.00 1.00 1.00    1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 0.00    1.00 1.00 1.00    1.00 1.00 1.00 1.00 1.00
PHF Volume:           244 0 0              5 1 1              0 1631 420 623 1027 2
Reduct Vol:           0 0 0              0 0 0              0 0 0 0 0 0
Reduced Vol:          244 0 0              5 1 1              0 1631 420 623 1027 2
PCE Adj:              1.00 1.00 0.00    1.00 1.00 1.00    1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.10 1.00 0.00    1.00 1.00 1.00    1.00 1.00 1.00 1.10 1.00
Final Vol.:           268 0 0              5 1 1              0 1631 420 685 1027 2
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425 1425    1425 1425 1425    1425 1425 1425 1425 1425
Adjustment:           1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00 1.00 1.00
Lanes:                2.00 0.00 1.00    0.72 0.14 0.14    1.00 2.00 1.00 2.00 2.00
Final Sat.:           2850 0 1425    1018 204 204    1425 2850 1425 2850 2850
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.09 0.00 0.00    0.00 0.00 0.00    0.00 0.57 0.29 0.24 0.36 0.00
Crit Vol:             134              7              816              343
Crit Moves:          ****              ****              ****              ****
*****

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T2/T3 Primary Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #69 IMPERIAL HWY @ PERSHING DR.
*****
Cycle (sec):      100          Critical Vol./Cap. (X):      0.796
Loss Time (sec):  0 (Y+R = 4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:    91          Level Of Service:      C
*****
Street Name:      PERSHING DR./HYPERION DWY.          IMPERIAL HWY
Approach:         North Bound          South Bound          East Bound          West Bound
Movement:        L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|
Control:         Split Phase          Split Phase          Protected          Permitted
Rights:          Include          Include          Include          Ovl
Min. Green:      0 0 0 0          0 0 0 0          0 0 0 0          0 0 0 0
Lanes:           0 0 0 1 0          2 0 0 0 1          2 0 2 0 0          1 0 2 0 2
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:        0 4 7 970 0 219 163 459 0 1 451 607
Growth Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:    0 4 7 970 0 219 163 459 0 1 451 607
Added Vol:      0 0 0 500 0 0 0 0 0 0 0 235
PasserByVol:   0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:    0 4 7 1470 0 219 163 459 0 1 451 842
User Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:        1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:     0 4 7 1470 0 219 163 459 0 1 451 842
Reduct Vol:    0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:   0 4 7 1470 0 219 163 459 0 1 451 842
PCE Adj:        1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:        1.00 1.00 1.00 1.10 1.00 1.00 1.10 1.00 1.00 1.00 1.10
Final Vol.:    0 4 7 1617 0 219 179 459 0 1 451 926
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:       1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:          0.00 0.36 0.64 2.00 0.00 1.00 2.00 2.00 0.00 1.00 2.00 2.00
Final Sat.:    0 518 907 2850 0 1425 2850 2850 0 1425 2850 2850
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:        0.00 0.01 0.01 0.57 0.00 0.15 0.06 0.16 0.00 0.00 0.16 0.32
Crit Vol:       11 809 90 226
Crit Moves:     **** **** **** ****
*****

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T2/T3 Primary Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #71 IMPERIAL HWY @ SEPULVEDA BL.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):      1.547
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          SEPULVEDA BL.          IMPERIAL HWY
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Protected          Protected          Protected          Protected
Rights:               Include          Include          Include          Include
Min. Green:           0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                1  0  3  0  1      2  0  3  1  0      2  0  3  0  1      2  0  3  0  1
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee P.M.
Base Vol:             153 1921 1076 730 2560 17 249 391 183 169 361 418
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          153 1921 1076 730 2560 17 249 391 183 169 361 418
Added Vol:            4  0  0          161  50  0          11  56  0          1  21  0
PasserByVol:          0  0  0          0  0  0          0  0  0          0  0  0
Initial Fut:          157 1921 1076 891 2610 17 260 447 183 170 382 418
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           157 1921 1076 891 2610 17 260 447 183 170 382 418
Reduct Vol:           0  0  0          0  0  0          0  0  0          0  0  0
Reduced Vol:          157 1921 1076 891 2610 17 260 447 183 170 382 418
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00 1.10 1.00 1.00 1.10 1.00 1.00 1.10 1.00 1.00
Final Vol.:           157 1921 1076 980 2610 17 286 447 183 187 382 418
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                1.00 3.00 1.00 2.00 3.97 0.03 2.00 3.00 1.00 2.00 3.00 1.00
Final Sat.:           1375 4125 1375 2750 5464 36 2750 4125 1375 2750 4125 1375
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.11 0.47 0.78 0.36 0.48 0.48 0.10 0.11 0.13 0.07 0.09 0.30
Crit Vol:              1076 490          143          418
Crit Moves:           ****  ****          ****          ****
*****

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T2/T3 Primary Lot

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

 Intersection #73 IMPERIAL HWY @ NASH ST.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.531
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 40 Level Of Service: A

Street Name: FWY 105 OFF RAMP/ NASH STREET IMPERIAL HWY.
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Split Phase			Split Phase			Permitted			Protected										
Rights:	Include			Include			Include			Include										
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0								
Lanes:	1	0	0	0	2	1	1	0	1	1	0	0	2	1	0	2	0	3	0	0

Volume Module:

Base Vol:	135	0	270	106	191	195	0	1060	61	38	826	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	135	0	270	106	191	195	0	1060	61	38	826	0
Added Vol:	0	0	0	0	0	0	0	214	3	0	22	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	135	0	270	106	191	195	0	1274	64	38	848	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	135	0	270	106	191	195	0	1274	64	38	848	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	0	270	106	191	195	0	1274	64	38	848	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.10	1.10	1.00	1.10	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	135	0	297	117	191	215	0	1274	64	42	848	0

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	2.00	1.00	1.35	1.65	0.00	2.86	0.14	2.00	3.00	0.00
Final Sat.:	1425	0	2850	1425	1927	2348	0	4071	204	2850	4275	0

Capacity Analysis Module:

Vol/Sat:	0.09	0.00	0.10	0.08	0.10	0.09	0.00	0.31	0.31	0.01	0.20	0.00
Crit Vol:			149		141			446		21		
Crit Moves:			****		****			****		****		

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T2/T3 Primary Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #74 IMPERIAL HWY. @ 105 RAMP
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.722
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        67          Level Of Service:          C
*****
Street Name:          / 105 RAMP          IMPERIAL HWY.
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|
Control:               Split Phase          Split Phase          Permitted          Protected
Rights:                Ovl          Ovl          Include          Include
Min. Green:            0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                 2  0  0  0  2          0  0  0  0  0          0  0  2  1  1          2  0  2  0  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              544  0  216          0  0  0          0 1690  520  149  667  0
Growth Adj:            1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:           544  0  216          0  0  0          0 1690  520  149  667  0
Added Vol:             30  0  5          0  0  0          0  87  151  5  59  0
PasserByVol:          0  0  0          0  0  0          0  0  0  0  0  0  0
Initial Fut:          574  0  221          0  0  0          0 1777  671  154  726  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:           574  0  221          0  0  0          0 1777  671  154  726  0
Reduct Vol:            0  0  0          0  0  0          0  0  0  0  0  0  0
Reduced Vol:          574  0  221          0  0  0          0 1777  671  154  726  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.:           631  0  243          0  0  0          0 1777  738  169  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:                2.00 0.00 2.00          0.00 0.00 0.00          0.00 2.83 1.17 2.00 2.00 0.00
Final Sat.:           2850  0 2850          0  0  0          0 4027  1673  2850 2850  0
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.22 0.00 0.09          0.00 0.00 0.00          0.00 0.44 0.44 0.06 0.25 0.00
Crit Vol:              316          0          629          85
Crit Moves:          ****          ****          ****
*****

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T2/T3 Primary Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #75 IMPERIAL HWY. @ 405 NORTH RAMP
*****
Cycle (sec):      100          Critical Vol./Cap. (X):      0.895
Loss Time (sec):  0 (Y+R = 4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:    178          Level Of Service:      D
*****
Street Name:      405 NORTH RAMP          IMPERIAL HWY
Approach:         North Bound          South Bound          East Bound          West Bound
Movement:        L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:         Split Phase          Split Phase          Permitted          Permitted
Rights:          Include             Include             Ignore             Ignore
Min. Green:      0 0 0          0 0 0          0 0 0          0 0 0
Lanes:           1 0 1! 0 0        0 0 0 0 0        0 0 2 1 1        0 0 2 1 1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:        179 0 309          0 0 0          0 2849 302          0 467 254
Growth Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:     179 0 309          0 0 0          0 2849 302          0 467 254
Added Vol:       4 0 0          0 0 0          0 52 4          0 25 0
PasserByVol:    0 0 0          0 0 0          0 0 0          0 0 0
Initial Fut:    183 0 309          0 0 0          0 2901 306          0 492 254
User Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
PHF Adj:        1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
PHF Volume:     183 0 309          0 0 0          0 2901 0          0 492 0
Reduct Vol:     0 0 0          0 0 0          0 0 0          0 0 0
Reduced Vol:    183 0 309          0 0 0          0 2901 0          0 492 0
PCE Adj:        1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
MLF Adj:        1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
Final Vol.:     201 0 309          0 0 0          0 2901 0          0 492 0
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:       1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:         1.00 0.00 1.00 0.00 0.00 0.00 0.00 3.00 1.00 0.00 3.00 1.00
Final Sat.:    1425 0 1425          0 0 0          0 4275 1425          0 4275 1425
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:        0.14 0.00 0.22 0.00 0.00 0.00 0.00 0.68 0.00 0.00 0.12 0.00
Crit Vol:       309          0          967          0
Crit Moves:     ****          ****          ****
*****

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T2/T3 Primary Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #89 La CIENEGA BLVD. @ LENNOX BLVD
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.638
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        51          Level Of Service:          B
*****
Street Name:          La CIENEGA BLVD.          LENNOX BLVD
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|
Control:                Permitted          Permit+Prot          Split Phase          Split Phase
Rights:                  Include          Include          Include          Include
Min. Green:             0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                  0  0  1  1  0          1  0  2  1  0          0  0  0  0  0          1  1  0  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:               0  590  384  337  768  5  0  0  0  76  0  84
Growth Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:            0  590  384  337  768  5  0  0  0  76  0  84
Added Vol:              0  0  0  1  7  0  0  0  0  0  0  0
PasserByVol:           0  0  0  0  0  0  0  0  0  0  0  0
Initial Fut:            0  590  384  338  775  5  0  0  0  76  0  84
User Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:                1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:             0  590  384  338  775  5  0  0  0  76  0  84
Reduct Vol:            0  0  0  0  0  0  0  0  0  0  0  0
Reduced Vol:           0  590  384  338  775  5  0  0  0  76  0  84
PCE Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00
Final Vol.:             0  590  384  338  775  5  0  0  0  84  0  84
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                 0.00 1.21 0.79 1.00 2.98 0.02 0.00 0.00 0.00 2.00 0.00 1.00
Final Sat.:            0 1726 1124 1425 4248 27 0 0 0 2850 0 1425
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.00 0.34 0.34 0.24 0.18 0.18 0.00 0.00 0.00 0.03 0.00 0.06
Crit Vol:              487 338 0 84
Crit Moves:            ****  ****  ****
*****

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T2/T3 Primary Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #94 La CIENEGA BLVD. @ 111TH STREET
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.394
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        31          Level Of Service:          A
*****
Street Name:          La CIENEGA BLVD.          / 111TH STREET
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Split Phase          Split Phase
Rights:               Include             Include             Include             Include
Min. Green:           0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes:                1 0 2 0 0 0 0 0 2 1 0 2 0 0 0 1 0 0 0 0 0 0 0 0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             57 830 0 0 903 72 122 0 146 0 0 0
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          57 830 0 0 903 72 122 0 146 0 0 0
Added Vol:             0 0 0 0 7 0 0 0 0 0 0 0
PasserByVol:          0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:          57 830 0 0 910 72 122 0 146 0 0 0
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           57 830 0 0 910 72 122 0 146 0 0 0
Reduct Vol:           0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:          57 830 0 0 910 72 122 0 146 0 0 0
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00
Final Vol.:           57 830 0 0 910 72 134 0 146 0 0 0
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                1.00 2.00 0.00 0.00 2.78 0.22 2.00 0.00 1.00 0.00 0.00 0.00
Final Sat.:           1425 2850 0 0 3962 313 2850 0 1425 0 0 0
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.04 0.29 0.00 0.00 0.23 0.23 0.05 0.00 0.10 0.00 0.00 0.00
Crit Vol:              415 0 146 0
Crit Moves:           **** **** ****
*****

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T2/T3 Primary Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #96 La CIENEGA BLVD. @ 405 S/B RAPM
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.874
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        148          Level Of Service:          D
*****
Street Name:          La CIENEGA BLVD.          405 N/B RAPM
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Split Phase          Split Phase
Rights:               Ovl          Include          Include          Include
Min. Green:           0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                0  0  1  1  1          1  0  2  0  0          0  0  0  0  0          1  0  1!  0  0
-----|-----|-----|-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             0  658  68  211  838  0  0  0  0  926  0  392
Growth Adj:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:           0  658  68  211  838  0  0  0  0  926  0  392
Added Vol:            0  0  0  0  1  0  0  0  0  0  0  1
PasserByVol:          0  0  0  0  0  0  0  0  0  0  0  0
Initial Fut:          0  658  68  211  839  0  0  0  0  926  0  393
User Adj:             1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           0  658  68  211  839  0  0  0  0  926  0  393
Reduct Vol:           0  0  0  0  0  0  0  0  0  0  0  0
Reduced Vol:          0  658  68  211  839  0  0  0  0  926  0  393
PCE Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.10  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:           0  658  75  211  839  0  0  0  0  1019  0  393
-----|-----|-----|-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425  1425 1425  1425 1425 1425  1425 1425 1425  1425
Adjustment:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                0.00 2.00  1.00  1.00 2.00  0.00  0.00 0.00  0.00  1.44 xxxx  0.56
Final Sat.:           0  2850  1425  1425 2850  0  0  0  0  2057  0  793
-----|-----|-----|-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.23  0.05  0.15 0.29  0.00  0.00 0.00  0.00  0.50 0.00  0.50
Crit Vol:             329          211          0          706
Crit Moves:           ****          ****          ****
*****

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T2/T3 Primary Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #97 La CIENEGA BLVD. @ 405 S/B RAMP
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.470
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        43          Level Of Service:          A
*****
Street Name:          La CIENEGA BLVD.          405 S/B RAMP
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Protected          Protected          Split Phase          Split Phase
Rights:               Include          Include          Include          Ovl
Min. Green:           0 0 0          0 0 0          0 0 0          0 0 0
Lanes:                0 0 1 1 0          2 0 1 1 0          0 0 0 0 1          0 0 0 0 2
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             0 692 41 382 912 1 0 0 2 0 0 446
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          0 692 41 382 912 1 0 0 2 0 0 446
Added Vol:            0 0 0 122 7 0 0 0 0 0 0 0
PasserByVol:          0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:          0 692 41 504 919 1 0 0 2 0 0 446
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           0 692 41 504 919 1 0 0 2 0 0 446
Reduct Vol:           0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:          0 692 41 504 919 1 0 0 2 0 0 446
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.10
Final Vol.:           0 692 41 554 919 1 0 0 2 0 0 491
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                0.00 1.89 0.11 2.00 1.99 0.01 0.00 0.00 1.00 0.00 0.00 2.00
Final Sat.:           0 2596 154 2750 2747 3 0 0 1375 0 0 2750
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.27 0.27 0.20 0.33 0.33 0.00 0.00 0.00 0.00 0.00 0.18
Crit Vol:              367          277          2          0
Crit Moves:           ****          ****          ****          ****
*****

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T2/T3 Primary Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #98 La CIENEGA BLVD. @ 405 S/B RAMP
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.415
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        32          Level Of Service:          A
*****
Street Name:          La CIENEGA BLVD.          405 S/B RAMP
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|-----|-----|-----|
Control:                Permitted          Permitted          Split Phase          Split Phase
Rights:                  Include          Include          Include          Include
Min. Green:              0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                   1  0  2  0  1          1  0  2  1  0          0  0  0  1  0          1  1  0  1  0
-----|-----|-----|-----|-----|-----|-----|-----|
Volume Module:
Base Vol:                28  657  32  71  956  4  0  0  12  245  0  245
Growth Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:              28  657  32  71  956  4  0  0  12  245  0  245
Added Vol:                22  0  0  6  1  0  0  4  22  20  4  0
PasserByVol:              0  0  0  0  0  0  0  0  0  0  0  0
Initial Fut:              50  657  32  77  957  4  0  4  34  265  4  245
User Adj:                 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:                  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:               50  657  32  77  957  4  0  4  34  265  4  245
Reduct Vol:               0  0  0  0  0  0  0  0  0  0  0  0
Reduced Vol:              50  657  32  77  957  4  0  4  34  265  4  245
PCE Adj:                  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:                  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00
Final Vol.:               50  657  32  77  957  4  0  4  34  292  4  245
-----|-----|-----|-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:                1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                   1.00 2.00 1.00 1.00 2.99 0.01 0.00 0.11 0.89 1.97 0.03 1.00
Final Sat.:              1425 2850 1425 1425 4257 18 0 150 1275 2811 39 1425
-----|-----|-----|-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:                 0.04 0.23 0.02 0.05 0.22 0.22 0.00 0.03 0.03 0.10 0.10 0.17
Crit Vol:                 329 77 38 148
Crit Moves:               **** **** **** ****
*****

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T2/T3 Primary Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #101 SEPULVEDA BLVD. @ LA TIJERA BLVD.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.957
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          Sepulveda Boulevard          La Tijera Boulevard
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Prot+Permit          Prot+Permit          Prot+Permit          Prot+Permit
Rights:                Include              Include              Include              Include
Min. Green:            0 0 0              0 0 0              0 0 0              0 0 0
Lanes:                 1 0 3 0 1          1 0 3 0 1          1 0 2 0 1          1 0 1 1 0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              133 1356 241 125 1857 153 142 384 106 353 287 73
Growth Adj:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:           133 1356 241 125 1857 153 142 384 106 353 287 73
Added Vol:              0 242 0 0 0 22 0 37 10 98 0 0 0
PasserByVol:           0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:           133 1598 241 125 1879 153 179 394 204 353 287 73
User Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:            133 1598 241 125 1879 153 179 394 204 353 287 73
Reduct Vol:            0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:           133 1598 241 125 1879 153 179 394 204 353 287 73
PCE Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:            133 1598 241 125 1879 153 179 394 204 353 287 73
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                 1.00 3.00 1.00 1.00 3.00 1.00 1.00 2.00 1.00 1.00 1.59 0.41
Final Sat.:            1375 4125 1375 1375 4125 1375 1375 2750 1375 1375 2192 558
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.10 0.39 0.18 0.09 0.46 0.11 0.13 0.14 0.15 0.26 0.13 0.13
Crit Vol:              133 626 204 353
Crit Moves:           ****          ****          ****          ****
*****

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T2/T3 Primary Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #108 SEPULVEDA BLVD. @ LINCOLN BLVD.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          1.183
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          SEPULVEDA BOULEVARD          LINCOLN BOULEVARD
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|-----|-----|-----|
Control:                Protected          Permitted          Permitted          Permitted
Rights:                  Include          Include          Include          Include
Min. Green:              0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                   4  0  2  1  0          0  0  3  1  0          0  0  0  0  4          0  0  1!  0  0
-----|-----|-----|-----|-----|-----|-----|-----|
Volume Module:
Base Vol:                1653 2136          0          0 2246 45          0  0 1952          0  0  0
Growth Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:             1653 2136          0          0 2246 45          0  0 1952          0  0  0
Added Vol:                0  4          0          0 455 0          0  0  29          0  0  0
PasserByVol:             0  0          0          0  0  0          0  0  0          0  0  0
Initial Fut:             1653 2140          0          0 2701 45          0  0 1981          0  0  0
User Adj:                1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:                 1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Volume:              1653 2140          0          0 2701 45          0  0 1981          0  0  0
Reduct Vol:                0  0          0          0  0  0          0  0  0          0  0  0
Reduced Vol:             1653 2140          0          0 2701 45          0  0 1981          0  0  0
PCE Adj:                 1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
MLF Adj:                 1.10 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.10          1.00 1.00 1.00
Final Vol.:              1818 2140          0          0 2701 45          0  0 2179          0  0  0
-----|-----|-----|-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:                1425 1425 1425          1425 1425 1425          1425 1425 1425          1425 1425 1425
Adjustment:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Lanes:                   4.00 3.00 0.00          0.00 3.93 0.07          0.00 0.00 4.00          0.00 1.00 0.00
Final Sat.:              5700 4275          0          0 5607 93          0  0 5700          0 1425  0
-----|-----|-----|-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:                 0.32 0.50 0.00          0.00 0.48 0.48          0.00 0.00 0.38          0.00 0.00 0.00
Crit Vol:                 455          686          545          0
Crit Moves:              ****          ****          ****
*****

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T2/T3 Primary Lot

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

 Intersection #114 SEPULVEDA BLVD. @ MANCHESTER AVE.

Cycle (sec): 100 Critical Vol./Cap. (X): 1.081
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: F

Street Name: Sepulveda Boulevard Manchester Avenue

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Prot+Permit		
Rights:	Ovl			Ovl			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	3	0	1	1	2	0	2	0	1	1

-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|

Volume Module:

Base Vol:	182	1438	127	373	1922	296	237	846	140	118	562	219
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	182	1438	127	373	1922	296	237	846	140	118	562	219
Added Vol:	0	280	0	0	22	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	182	1718	127	373	1944	296	237	846	140	118	562	219
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	182	1718	127	373	1944	296	237	846	140	118	562	219
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	182	1718	127	373	1944	296	237	846	140	118	562	219
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
Final Vol.:	182	1718	127	373	1944	296	261	846	140	118	562	219

-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	2.00	1.00	1.00	1.44	0.56
Final Sat.:	1375	4125	1375	1375	4125	1375	2750	2750	1375	1375	1979	771

-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|

Capacity Analysis Module:

Vol/Sat:	0.13	0.42	0.09	0.27	0.47	0.22	0.09	0.31	0.10	0.09	0.28	0.28
Crit Vol:		573		373				423		118		
Crit Moves:		****		****				****		****		

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T2/T3 Primary Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #123 WESTCHESTER PARKWAY @ PERSHING DRIVE
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.637
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        51          Level Of Service:          B
*****
Street Name:          Pershing Drive          Westchester Parkway
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:                Permitted          Protected          Permitted          Permitted
Rights:                  Include          Include          Include          Include
Min. Green:             0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                  0  0  2  0  1      1  0  2  0  0      0  0  0  0  0      2  0  0  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:               0  617  339      81  684  0          0  0  0          204  0  118
Growth Adj:             1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:            0  617  339      81  684  0          0  0  0          204  0  118
Added Vol:              0  0  244          0  0  0          0  0  0          240  0  0
PasserByVol:           0  0  0          0  0  0          0  0  0          0  0  0
Initial Fut:            0  617  583      81  684  0          0  0  0          444  0  118
User Adj:               1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:                1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:             0  617  583      81  684  0          0  0  0          444  0  118
Reduct Vol:            0  0  0          0  0  0          0  0  0          0  0  0
Reduced Vol:           0  617  583      81  684  0          0  0  0          444  0  118
PCE Adj:               1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:               1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:             0  617  583      81  684  0          0  0  0          488  0  118
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425 1425  1425  1425 1425  1425 1425 1425  1425 1425 1425  1425
Adjustment:            1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
Lanes:                 0.00 2.00  1.00  1.00 2.00  0.00 0.00 0.00  0.00 2.00 0.00  1.00
Final Sat.:            0 2850  1425  1425 2850  0          0  0  0          2850  0  1425
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.00 0.22  0.41  0.06 0.24  0.00 0.00 0.00  0.00 0.17 0.00  0.08
Crit Vol:              583  81          0          244
Crit Moves:           ****  ****          ****
*****

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T2/T3 Primary Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #135 SEPULVEDA BLVD. @ WESTCHESTER PARKWAY
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          1.241
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          Sepulveda Boulevard          Westchester Parkway
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Prot+Permit          Prot+Permit          Prot+Permit          Prot+Permit
Rights:                Include              Include              Include              Include
Min. Green:            0 0 0              0 0 0              0 0 0              0 0 0
Lanes:                 1 0 3 0 1          1 0 3 0 1          1 0 1 1 0          1 0 1 1 0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              207 1717          80 231 2132          71 68 296 109 286 310 224
Growth Adj:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:           207 1717          80 231 2132          71 68 296 109 286 310 224
Added Vol:              4 0 0              0 98 22 236 0 357 0 0 7
PasserByVol:           0 0 0              0 0 0              0 0 0              0 0 0
Initial Fut:           211 1717          80 231 2230          93 304 296 466 286 310 231
User Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:            211 1717          80 231 2230          93 304 296 466 286 310 231
Reduct Vol:            0 0 0              0 0 0              0 0 0              0 0 0
Reduced Vol:           211 1717          80 231 2230          93 304 296 466 286 310 231
PCE Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:            211 1717          80 231 2230          93 304 296 466 286 310 231
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                 1.00 3.00 1.00 1.00 3.00 1.00 1.00 1.00 1.00 1.00 1.15 0.85
Final Sat.:            1375 4125 1375 1375 4125 1375 1375 1375 1375 1375 1576 1174
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.15 0.42 0.06 0.17 0.54 0.07 0.22 0.22 0.34 0.21 0.20 0.20
Crit Vol:              211 743 466 286
Crit Moves:           **** **** **** ****
*****

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T2/T3 Primary Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #136 SEPULVEDA @ 76th/77th STREET
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.654
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        42          Level Of Service:          B
*****
Street Name:          Sepulveda Boulevard          76th/77th Street
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0 0 0          0 0 0          0 0 0          0 0 0
Lanes:                1 0 3 0 1      1 0 3 0 1      2 0 1 0 1      1 0 1 0 1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             70 1768          41 135 1498          353 204 41 58          25 51 38
Growth Adj:           1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:          70 1768          41 135 1498          353 204 41 58          25 51 38
Added Vol:            0 280          0 0 22          0 0 0          0 0 0
PasserByVol:         0 0          0 0 0          0 0 0          0 0 0
Initial Fut:          70 2048          41 135 1520          353 204 41 58          25 51 38
User Adj:             1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:              1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Volume:           70 2048          41 135 1520          353 204 41 58          25 51 38
Reduct Vol:           0 0          0 0 0          0 0 0          0 0 0
Reduced Vol:          70 2048          41 135 1520          353 204 41 58          25 51 38
PCE Adj:              1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
MLF Adj:              1.00 1.00          1.00 1.00 1.00          1.10 1.00 1.00          1.00 1.00 1.00
Final Vol.:           70 2048          41 135 1520          353 224 41 58          25 51 38
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500          1500 1500 1500          1500 1500 1500          1500 1500 1500
Adjustment:           1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Lanes:                1.00 3.00          1.00 1.00 3.00          1.00 2.00 1.00          1.00 1.00 1.00
Final Sat.:           1500 4500          1500 1500 4500          1500 3000 1500          1500 1500 1500
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.05 0.46          0.03 0.09 0.34          0.24 0.07 0.03          0.04 0.02 0.03          0.03
Crit Vol:              683          135          112          51
Crit Moves:           ****          ****          ****          ****
*****

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T2/T3 Primary Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #137 SEPULVEDA BLVD. @ 79th/80th STREET
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.671
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        44          Level Of Service:          B
*****
Street Name:          Sepulveda Boulevard          79th/80th Street
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0 0 0          0 0 0          0 0 0          0 0 0
Lanes:                1 0 2 1 0        1 0 3 0 1        1 0 1 0 1        1 0 0 1 0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             93 1965          37 38 1542          201 123 64 91          31 52 33
Growth Adj:           1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:          93 1965          37 38 1542          201 123 64 91          31 52 33
Added Vol:            0 280           0 0 22           0 0 0           0 0 0
PasserByVol:         0 0           0 0           0 0           0 0
Initial Fut:          93 2245          37 38 1564          201 123 64 91          31 52 33
User Adj:             1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:              1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Volume:           93 2245          37 38 1564          201 123 64 91          31 52 33
Reduct Vol:           0 0           0 0           0 0           0 0
Reduced Vol:          93 2245          37 38 1564          201 123 64 91          31 52 33
PCE Adj:              1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
MLF Adj:              1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Final Vol.:           93 2245          37 38 1564          201 123 64 91          31 52 33
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500          1500 1500 1500          1500 1500 1500          1500 1500 1500
Adjustment:           1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Lanes:                1.00 2.95          0.05 1.00 3.00          1.00 1.00 1.00          1.00 0.61 0.39
Final Sat.:           1500 4427          73 1500 4500          1500 1500 1500          1500 918 582
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.06 0.51          0.51 0.03 0.35          0.13 0.08 0.04          0.06 0.02 0.06 0.06
Crit Vol:              761           38           123           85
Crit Moves:           ****          ****          ****          ****
*****

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T2/T3 Primary Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #138 SEPULVEDA BLVD. @ 83rd STREET
*****
Cycle (sec):          100          Critical Vol./Cap. (X):      0.621
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        38          Level Of Service:          B
*****
Street Name:          Sepulveda Boulevard          83rd Street
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include            Include            Include            Include
Min. Green:           0  0  0            0  0  0            0  0  0            0  0  0
Lanes:                1  0  2  1  0      1  0  2  1  0      0  0  1!  0  0      1  0  0  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             57 1955    18    45 1588    57    51  46    30    9  32    28
Growth Adj:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:          57 1955    18    45 1588    57    51  46    30    9  32    28
Added Vol:            0  280     0     0  22     0     0  0     0     0  0     0
PasserByVol:         0  0     0     0  0     0     0  0     0     0  0     0
Initial Fut:          57 2235    18    45 1610    57    51  46    30    9  32    28
User Adj:             1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           57 2235    18    45 1610    57    51  46    30    9  32    28
Reduct Vol:           0  0     0     0  0     0     0  0     0     0  0     0
Reduced Vol:          57 2235    18    45 1610    57    51  46    30    9  32    28
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Final Vol.:           57 2235    18    45 1610    57    51  46    30    9  32    28
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500    1500    1500 1500    1500    1500 1500    1500    1500 1500    1500
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                1.00 2.98    0.02    1.00 2.90    0.10    0.40 0.36    0.24    1.00 0.53    0.47
Final Sat.:           1500 4464    36    1500 4346    154    602 543    354    1500 800    700
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.04 0.50    0.03 0.37    0.37    0.08 0.08    0.08    0.01 0.04    0.04
Crit Vol:              751          45          127          9
Crit Moves:           ****          ****          ****          ****
*****

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Study Area Intersection Capacity Analysis

Future 2019 w/ Proj-PM Peak

Thu Jan 5, 2017 15:44:35

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T2/T3 Primary Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #1000 La CIENEGA BLVD. @ 104 TH STREET
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.508
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        38          Level Of Service:          A
*****
Street Name:          La CIENEGA BLVD.          104 TH STREET
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Prot+Permit          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0 0 0          0 0 0          0 0 0          0 0 0
Lanes:                1 0 1 1 0          1 0 2 1 0          1 0 1 0 1          0 0 1! 0 0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             129 615 13 50 837 57 96 4 288 7 1 12
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          129 615 13 50 837 57 96 4 288 7 1 12
Added Vol:            0 0 0 0 0 7 0 0 0 0 0 0 0
PasserByVol:         0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:          129 615 13 50 844 57 96 4 288 7 1 12
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           129 615 13 50 844 57 96 4 288 7 1 12
Reduct Vol:           0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:          129 615 13 50 844 57 96 4 288 7 1 12
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:           129 615 13 50 844 57 96 4 288 7 1 12
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                1.00 1.96 0.04 1.00 2.81 0.19 1.00 1.00 1.00 0.35 0.05 0.60
Final Sat.:           1425 2791 59 1425 4005 270 1425 1425 1425 499 71 855
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.09 0.22 0.22 0.04 0.21 0.21 0.07 0.00 0.20 0.01 0.01 0.01
Crit Vol:             129 300 288 7
Crit Moves:          ****          ****          ****          ****
*****

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Study Area Intersection Capacity Analysis

Adjusted Baseline 2016 plus Proj AM Thu Jan 5, 2017 15:47:14

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T2/T3 Primary Lot

Scenario Report

Scenario: Adjusted Baseline 2016 plus Proj-AM Peak
Command: Employee AM
Volume: Employee AM
Geometry: Existing geometry
Impact Fee: Default Impact Fee
Trip Generation: AM Peak
Trip Distribution: Trip_am_pm
Paths: Default Paths
Routes: Default Routes
Configuration: Default Configuration

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Study Area Intersection Capacity Analysis

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T2/T3 Primary Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #14 AVIATION BLVD. @ CENTURY BLVD.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.670
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        69          Level Of Service:          B
*****
Street Name:          AVIATION BLVD.          CENTURY BLVD.
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|-----|-----|-----|
Control:              Protected          Protected          Protected          Protected
Rights:               Include          Include          Include          Include
Min. Green:           0 0 0          0 0 0          0 0 0          0 0 0
Lanes:                2 0 1 1 0          2 0 2 0 1          1 0 3 1 0          1 0 3 1 0
-----|-----|-----|-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:             548 568 63 55 332 173 123 939 231 57 1199 86
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          548 568 63 55 332 173 123 939 231 57 1199 86
Added Vol:            0 0 0 0 0 0 0 2 80 38 0 0 0
PasserByVol:         0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:          548 568 63 55 332 173 125 1019 269 57 1199 86
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           548 568 63 55 332 173 125 1019 269 57 1199 86
Reduct Vol:           0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:          548 568 63 55 332 173 125 1019 269 57 1199 86
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.10 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:           603 568 63 61 332 173 125 1019 269 57 1199 86
-----|-----|-----|-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                2.00 1.80 0.20 2.00 2.00 1.00 1.00 3.16 0.84 1.00 3.73 0.27
Final Sat.:           2750 2475 275 2750 2750 1375 1375 4351 1149 1375 5132 368
-----|-----|-----|-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.22 0.23 0.23 0.02 0.12 0.13 0.09 0.23 0.23 0.04 0.23 0.23
Crit Vol:             301 173 125 321
Crit Moves:          ****          ****          ****          ****
*****

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Study Area Intersection Capacity Analysis

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T2/T3 Primary Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #16 IMPERIAL HWY. @ AVIATION BL.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.782
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        105          Level Of Service:          C
*****
Street Name:          AVIATION BL.          IMPERIAL HWY.
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Protected          Protected          Protected          Protected
Rights:                Ovl          Ovl          Include          Ovl
Min. Green:            0 0 0          0 0 0          0 0 0          0 0 0
Lanes:                 2 0 2 0 1          2 0 1 1 1          2 0 2 1 0          2 0 3 0 1
-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:              282 539 105 219 284 202 128 233 62 237 1012 736
Growth Adj:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:           282 539 105 219 284 202 128 233 62 237 1012 736
Added Vol:              0 0 0 35 3 0 0 15 0 0 15 0
PasserByVol:           0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:           282 539 105 254 287 202 128 248 62 237 1027 736
User Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:            282 539 105 254 287 202 128 248 62 237 1027 736
Reduct Vol:            0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:           282 539 105 254 287 202 128 248 62 237 1027 736
PCE Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:               1.10 1.00 1.00 1.10 1.00 1.10 1.10 1.00 1.00 1.10 1.00 1.00
Final Vol.:            310 539 105 279 287 222 141 248 62 261 1027 736
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                 2.00 2.00 1.00 2.00 1.69 1.31 2.00 2.40 0.60 2.00 3.00 1.00
Final Sat.:            2750 2750 1375 2750 2325 1800 2750 3300 825 2750 4125 1375
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.11 0.20 0.08 0.10 0.12 0.12 0.05 0.08 0.08 0.09 0.25 0.54
Crit Vol:               270 0 70 736
Crit Moves:            **** **** **** ****
*****

```

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Study Area Intersection Capacity Analysis

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T2/T3 Primary Lot

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-----
Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #19 AVIATION BLVD. @ 111TH
*****
Cycle (sec):      100          Critical Vol./Cap. (X):      0.610
Loss Time (sec):  0 (Y+R = 4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:    58          Level Of Service:      B
*****
Street Name:      AVIATION BLVD.          111TH STREET
Approach:         North Bound          South Bound          East Bound          West Bound
Movement:         L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|-----|
Control:          Protected          Protected          Protected          Protected
Rights:           Ovl          Include          Include          Ovl
Min. Green:       0  0  0          0  0  0          0  0  0          0  0  0
Lanes:            1  0  1  1  0          1  0  1  1  0          1  0  0  1  0          1  0  1  1  0
-----|-----|-----|-----|-----|-----|
Volume Module:   >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:        31 1410  22  30 658  57  40 31  29  26 53  56
Growth Adj:      1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
Initial Bse:     31 1410  22  30 658  57  40 31  29  26 53  56
Added Vol:        0  0  0          0  38  0  0  0  0  0  0  0
PasserByVol:     0  0  0          0  0  0  0  0  0  0  0  0
Initial Fut:     31 1410  22  30 696  57  40 31  29  26 53  56
User Adj:        1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Adj:         1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Volume:      31 1410  22  30 696  57  40 31  29  26 53  56
Reduct Vol:      0  0  0          0  0  0  0  0  0  0  0  0
Reduced Vol:     31 1410  22  30 696  57  40 31  29  26 53  56
PCE Adj:         1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
MLF Adj:         1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
Final Vol.:      31 1410  22  30 696  57  40 31  29  26 53  56
-----|-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:        1375 1375  1375  1375 1375  1375 1375 1375  1375 1375 1375  1375
Adjustment:      1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
Lanes:           1.00 1.97  0.03  1.00 1.85  0.15 1.00 0.52  0.48 1.00 1.00  1.00
Final Sat.:      1375 2708  42  1375 2542  208 1375 710  665 1375 1375  1375
-----|-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:         0.02 0.52  0.52  0.02 0.27  0.27 0.03 0.04  0.04 0.02 0.04  0.04
Crit Vol:         716          30          40          53
Crit Moves:      ****          ****          ****          ****
*****

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Study Area Intersection Capacity Analysis

Adjusted Baseline 2016 plus Proj AM Thu Jan 5, 2017 15:47:14

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T2/T3 Primary Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #36 La CIENEGA BLVD. @ CENTURY BLVD
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.888
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        180          Level Of Service:          D
*****
Street Name:          La CIENEGA BLVD.          CENTURY BLVD.
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Prot+Permit          Prot+Permit          Prot+Permit          Prot+Permit
Rights:                Ovl                Ovl                Ovl                Ovl
Min. Green:            0  0  0            0  0  0            0  0  0            0  0  0
Lanes:                 1  0  2  0  2        1  0  2  0  2        1  0  3  0  1        1  0  3  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              212  577  172  176  335  456  85  501  302  311  1673  846
Growth Adj:            1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:           212  577  172  176  335  456  85  501  302  311  1673  846
Added Vol:              0  0  0            0  0  0            2  40  38            0  0  0
PasserByVol:           0  0  0            0  0  0            0  0  0            0  0  0
Initial Fut:           212  577  172  176  335  456  87  541  340  311  1673  846
User Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:            212  577  172  176  335  456  87  541  340  311  1673  846
Reduct Vol:            0  0  0            0  0  0            0  0  0            0  0  0
Reduced Vol:           212  577  172  176  335  456  87  541  340  311  1673  846
PCE Adj:               1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:               1.00 1.00  1.10  1.00 1.00  1.10  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:            212  577  189  176  335  502  87  541  340  311  1673  846
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:            1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                 1.00 2.00  2.00  1.00 2.00  2.00  1.00 3.00  1.00  1.00 3.00  1.00
Final Sat.:            1375 2750  2750  1375 2750  2750  1375 4125  1375  1375 4125  1375
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.15 0.21  0.07  0.13 0.12  0.18  0.06 0.13  0.25  0.23 0.41  0.62
Crit Vol:              289                0                87                846
Crit Moves:            ****                ****                ****                ****
*****

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Study Area Intersection Capacity Analysis

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T2/T3 Primary Lot

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-----
Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #38 CENTURY BLVD. @ SEPULVEDA BLVD.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.911
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        162          Level Of Service:          E
*****
Street Name:          SEPULVEDA BLVD.          CENTURY BLVD.
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:                Permitted          Permitted          Permitted          Permitted
Rights:                 Ignore          Include          Include          Include
Min. Green:             0 0 0          0 0 0          0 0 0          0 0 0
Lanes:                  0 0 4 0 1      0 0 4 0 1      0 0 0 0 0      1 1 0 0 2
-----|-----|-----|-----|
Volume Module:
Base Vol:               0 4381          0 1603          34 0 0          0 387 66 327
Growth Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:            0 4381          0 1603          34 0 0          0 387 66 327
Added Vol:              0 0 0          0 0 0          0 0 0          0 36 12 10
PasserByVol:           0 0 0          0 0 0          0 0 0          0 0 0 0
Initial Fut:           0 4381          0 1603          34 0 0          0 423 78 337
User Adj:               1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:                1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:            0 4381          0 1603          34 0 0          0 423 78 337
Reduct Vol:            0 0 0          0 0 0          0 0 0          0 0 0 0
Reduced Vol:           0 4381          0 1603          34 0 0          0 423 78 337
PCE Adj:                1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:                1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.10
Final Vol.:            0 4381          0 1603          34 0 0          0 465 78 371
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                 0.00 4.00 1.00 0.00 4.00 1.00 0.00 0.00 0.00 1.71 0.29 2.00
Final Sat.:            0 6000 1500          0 6000 1500          0 0 0          0 2569 431 3000
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.00 0.73 0.00          0.00 0.27 0.02 0.00 0.00 0.00 0.18 0.18 0.12
Crit Vol:              1095          0          0          272
Crit Moves:            ****          ****          ****
*****

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Study Area Intersection Capacity Analysis

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T2/T3 Primary Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #39 CENTURY BLVD. @ 405 N/B RAMP
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.924
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          405 NORTH OFF RAMP          CENTURY BLVD
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:                Permitted          Permitted          Permitted          Permitted
Rights:                  Include          Include          Include          Include
Min. Green:              0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                   2  0  0  0  1    0  0  0  0  1    1  0  2  1  1    0  0  2  1  0
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:   1211  0  370  0  0  25  4  578  188  0  2065  7
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 1211  0  370  0  0  25  4  578  188  0  2065  7
Added Vol:   0  0  0  0  0  0  0  5  35  0  0  0
PasserByVol: 0  0  0  0  0  0  0  0  0  0  0  0
Initial Fut: 1211  0  370  0  0  25  4  583  223  0  2065  7
User Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 1211  0  370  0  0  25  4  583  223  0  2065  7
Reduct Vol:  0  0  0  0  0  0  0  0  0  0  0  0
Reduced Vol: 1211  0  370  0  0  25  4  583  223  0  2065  7
PCE Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:    1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00 1.00
Final Vol.: 1332  0  370  0  0  25  4  583  245  0  2065  7
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:   1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:      2.00 0.00 1.00 0.00 0.00 1.00 1.00 2.82 1.18 0.00 2.99 0.01
Final Sat.: 3000  0 1500  0  0 1500 1500 4223 1777  0 4485  15
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:    0.44 0.00 0.25 0.00 0.00 0.02 0.00 0.14 0.14 0.00 0.46 0.46
Crit Vol:   666          25  4          691
Crit Moves: ****          ****  ****          ****
*****

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Study Area Intersection Capacity Analysis

T2/T3 Primary Lot

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-----
Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #47 IMPERIAL HWY. @ DOUGLAS ST.
*****
Cycle (sec):      100          Critical Vol./Cap. (X):      0.467
Loss Time (sec):  0 (Y+R = 4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:    43          Level Of Service:      A
*****
Street Name:      DOUGLAS STREET          IMPERIAL HWY.
Approach:         North Bound          South Bound          East Bound          West Bound
Movement:         L - T - R            L - T - R            L - T - R            L - T - R
-----|-----|-----|-----|-----|-----|-----|-----|-----|
Control:          Split Phase          Split Phase          Protected          Protected
Rights:           Include            Include            Include            Include
Min. Green:       0 0 0            0 0 0            0 0 0            0 0 0
Lanes:            1 0 1 0 2        1 0 1! 0 1        1 0 2 1 0        2 0 2 1 0
-----|-----|-----|-----|-----|-----|-----|-----|
Volume Module:   >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:        73 13 78      39 43 9      33 414 188 363 1340 55
Growth Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:     73 13 78      39 43 9      33 414 188 363 1340 55
Added Vol:       0 0 0            0 0 0            0 15 0            0 15 0
PasserByVol:    0 0 0            0 0 0            0 0 0            0 0 0
Initial Fut:     73 13 78      39 43 9      33 429 188 363 1355 55
User Adj:        1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:      73 13 78      39 43 9      33 429 188 363 1355 55
Reduct Vol:     0 0 0            0 0 0            0 0 0            0 0 0
Reduced Vol:    73 13 78      39 43 9      33 429 188 363 1355 55
PCE Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:         1.00 1.00 1.10 1.10 1.00 1.10 1.00 1.00 1.00 1.10 1.00 1.00
Final Vol.:     73 13 86      43 43 10     33 429 188 399 1355 55
-----|-----|-----|-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:        1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:           1.00 1.00 2.00 1.34 0.66 1.00 1.00 2.09 0.91 2.00 2.88 0.12
Final Sat.:     1375 1375 2750 1847 903 1375 1375 2868 1257 2750 3964 161
-----|-----|-----|-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:         0.05 0.01 0.03 0.02 0.05 0.01 0.02 0.15 0.15 0.15 0.34 0.34
Crit Vol:        73          65          33          470
Crit Moves:      ****          ****          ****          ****
*****

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Study Area Intersection Capacity Analysis

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T2/T3 Primary Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #65 SEPULVEDA @ H. HUGHES PARKWAY
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.743
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        56          Level Of Service:          C
*****
Street Name:          Sepulveda Boulevard          H. Hughes Parkway
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|
Control:               Permitted          Permitted          Permitted          Permitted
Rights:                Ignore          Include          Include          Include
Min. Green:            0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                 0  0  4  0  1          2  0  3  0  0          0  0  0  0  0          3  0  0  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              0 2975 1048 141 930 0 0 0 0 791 0 137
Growth Adj:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:           0 2975 1048 141 930 0 0 0 0 791 0 137
Added Vol:             0 10 0 0 0 0 0 0 0 0 0 0
PasserByVol:          0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:           0 2985 1048 141 930 0 0 0 0 791 0 137
User Adj:              1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:               1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:            0 2985 0 141 930 0 0 0 0 791 0 137
Reduct Vol:           0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:          0 2985 0 141 930 0 0 0 0 791 0 137
PCE Adj:               1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:               1.00 1.00 0.00 1.10 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00
Final Vol.:            0 2985 0 155 930 0 0 0 0 870 0 137
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                 0.00 4.00 1.00 2.00 3.00 0.00 0.00 0.00 0.00 3.00 0.00 1.00
Final Sat.:            0 6000 1500 3000 4500 0 0 0 0 4500 0 1500
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.00 0.50 0.00 0.05 0.21 0.00 0.00 0.00 0.00 0.19 0.00 0.09
Crit Vol:              746 78 0 290
Crit Moves:           ****  ****  ****
*****

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Study Area Intersection Capacity Analysis

T2/T3 Primary Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #67 IMPERIAL HWY. @ La CIENEGA BLVD.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.560
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        52          Level Of Service:          A
*****
Street Name:          La CIENEGA BLVD.          IMPERIAL HWY.
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|
Control:              Protected          Protected          Protected          Protected
Rights:               Include          Include          Include          Include
Min. Green:           0 0 0          0 0 0          0 0 0          0 0 0
Lanes:                2 0 1 1 1          2 0 1 1 1          2 0 3 0 2          2 0 3 0 2
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:             74 289 137 95 191 325 298 198 138 100 896 656
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          74 289 137 95 191 325 298 198 138 100 896 656
Added Vol:            0 0 0 5 0 21 21 8 0 0 0 5
PasserByVol:         0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:          74 289 137 100 191 346 319 206 138 100 896 661
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           74 289 137 100 191 346 319 206 138 100 896 661
Reduct Vol:           0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:          74 289 137 100 191 346 319 206 138 100 896 661
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.10 1.00 1.10 1.10 1.00 1.10 1.10 1.00 1.10 1.10 1.00 1.10
Final Vol.:           81 289 151 110 191 381 351 206 152 110 896 727
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                2.00 1.97 1.03 2.00 1.00 2.00 2.00 3.00 2.00 2.00 3.00 2.00
Final Sat.:           2750 2711 1414 2750 1378 2747 2750 4125 2750 2750 4125 2750
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.03 0.11 0.11 0.04 0.14 0.14 0.13 0.05 0.06 0.04 0.22 0.26
Crit Vol:             41 191 175 364
Crit Moves:          ****          ****          ****          ****
*****

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Study Area Intersection Capacity Analysis

Adjusted Baseline 2016 plus Proj AM Thu Jan 5, 2017 15:47:14

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T2/T3 Primary Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #68 IMPERIAL HWY @MAIN STREET
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.692
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        60          Level Of Service:          B
*****
Street Name:          MAIN STREET          IMPERIAL HWY
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:            L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:             Split Phase          Split Phase          Permitted          Protected
Rights:              Ignore             Include             Include             Include
Min. Green:          0   0   0           0   0   0           0   0   0           0   0   0
Lanes:               1  1  0  0  1       0  0  0  0  1       1  0  2  0  1       2  0  2  0  1
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:           478   1  569   0   0   4   0  854  212  516 1327   1
Growth Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:         478   1  569   0   0   4   0  854  212  516 1327   1
Added Vol:           0   0   0   0   0   0   0  15   0   0   15   0
PasserByVol:        0   0   0   0   0   0   0   0   0   0   0   0
Initial Fut:         478   1  569   0   0   4   0  869  212  516 1342   1
User Adj:            1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:             1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:          478   1   0   0   0   4   0  869  212  516 1342   1
Reduct Vol:          0   0   0   0   0   0   0   0   0   0   0   0
Reduced Vol:         478   1   0   0   0   4   0  869  212  516 1342   1
PCE Adj:             1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:             1.10 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00
Final Vol.:          526   1   0   0   0   4   0  869  212  568 1342   1
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:           1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:              1.99 0.01 1.00 0.00 0.00 1.00 1.00 2.00 1.00 2.00 2.00 1.00
Final Sat.:         2845 5 1425 0 0 1425 1425 2850 1425 2850 2850 1425
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:            0.18 0.18 0.00 0.00 0.00 0.00 0.30 0.15 0.20 0.47 0.00
Crit Vol:           263          4          435          284
Crit Moves:        ****          ****          ****          ****
*****

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Study Area Intersection Capacity Analysis

T2/T3 Primary Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #69 IMPERIAL HWY @ PERSHING DR.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.504
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        38          Level Of Service:          A
*****
Street Name:         PERSHING DR./HYPERION DWY.          IMPERIAL HWY
Approach:            North Bound          South Bound          East Bound          West Bound
Movement:           L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|
Control:            Split Phase          Split Phase          Protected          Permitted
Rights:             Include          Include          Include          Ovl
Min. Green:         0 0 0 0          0 0 0 0          0 0 0 0          0 0 0 0
Lanes:              0 0 0 1 0          2 0 0 0 1          2 0 1 1 0          1 0 2 0 2
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M
Base Vol:           0 1 3 742 0 86 196 322 1 8 381 1390
Growth Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:        0 1 3 742 0 86 196 322 1 8 381 1390
Added Vol:          0 0 0 0 15 0 0 0 0 0 0 0 15
PasserByVol:       0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:        0 1 3 757 0 86 196 322 1 8 381 1405
User Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:         0 1 3 757 0 86 196 322 1 8 381 1405
Reduct Vol:         0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:        0 1 3 757 0 86 196 322 1 8 381 1405
PCE Adj:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:            1.00 1.00 1.00 1.10 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.10
Final Vol.:         0 1 3 833 0 86 216 322 1 8 381 1546
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:           1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:              0.00 0.25 0.75 2.00 0.00 1.00 2.00 1.99 0.01 1.00 2.00 2.00
Final Sat.:         0 356 1069 2850 0 1425 2850 2841 9 1425 2850 2850
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:            0.00 0.00 0.00 0.29 0.00 0.06 0.08 0.11 0.11 0.01 0.13 0.54
Crit Vol:           4 416 108 191
Crit Moves:         **** **** **** ****
*****

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Study Area Intersection Capacity Analysis

Adjusted Baseline 2016 plus Proj AM Thu Jan 5, 2017 15:47:14

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T2/T3 Primary Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #71 IMPERIAL HWY @ SEPULVEDA BL.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          1.005
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          SEPULVEDA BL.          IMPERIAL HWY
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Protected          Protected          Protected          Protected
Rights:                Include          Include          Include          Include
Min. Green:            0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                 1  0  3  0  1          2  0  3  1  0          2  0  3  0  1          2  0  3  0  1
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:              104 1800  546  382 2188  10  245 216  65  210 235  436
Growth Adj:            1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:           104 1800  546  382 2188  10  245 216  65  210 235  436
Added Vol:              0  0  0          1  8  0          0  0  15  0  0  15  0
PasserByVol:           0  0  0          0  0  0          0  0  0  0  0  0  0
Initial Fut:           104 1800  546  383 2196  10  245 231  65  210 250  436
User Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:            104 1800  546  383 2196  10  245 231  65  210 250  436
Reduct Vol:            0  0  0          0  0  0          0  0  0  0  0  0  0
Reduced Vol:           104 1800  546  383 2196  10  245 231  65  210 250  436
PCE Adj:               1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:               1.00 1.00  1.00  1.10 1.00  1.00  1.10 1.00  1.00  1.10 1.00  1.00
Final Vol.:            104 1800  546  421 2196  10  270 231  65  231 250  436
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:            1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                 1.00 3.00  1.00  2.00 3.98  0.02  2.00 3.00  1.00  2.00 3.00  1.00
Final Sat.:            1375 4125  1375  2750 5475  25  2750 4125  1375  2750 4125  1375
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.08 0.44  0.40  0.15 0.40  0.40  0.10 0.06  0.05  0.08 0.06  0.32
Crit Vol:              600          211          135          436
Crit Moves:            ****          ****          ****          ****
*****

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Study Area Intersection Capacity Analysis

Adjusted Baseline 2016 plus Proj AM Thu Jan 5, 2017 15:47:14

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T2/T3 Primary Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #73 IMPERIAL HWY @ NASH ST.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.688
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        60          Level Of Service:          B
*****
Street Name:  FWY 105 OFF RAMP/ NASH STREET          IMPERIAL HWY.
Approach:      North Bound          South Bound          East Bound          West Bound
Movement:      L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|-----|-----|-----|
Control:        Split Phase          Split Phase          Permitted          Protected
Rights:         Include          Include          Include          Include
Min. Green:     0 0 0 0 2          0 0 0 0          0 0 0 0          0 0 0 0
Lanes:          1 0 0 0 2          1 1 0 1 1          0 0 2 1 0          2 0 3 0 0
-----|-----|-----|-----|-----|-----|-----|-----|
Volume Module:  >> Count Date: 3 Aug 2004 << Employee A.M
Base Vol:       55 0 52 406 985 545 0 620 106 247 985 0
Growth Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:    55 0 52 406 985 545 0 620 106 247 985 0
Added Vol:      0 0 0 0 0 0 0 0 15 0 0 15 0
PasserByVol:   0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:    55 0 52 406 985 545 0 635 106 247 1000 0
User Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:     55 0 52 406 985 545 0 635 106 247 1000 0
Reduct Vol:    0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:   55 0 52 406 985 545 0 635 106 247 1000 0
PCE Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:       1.00 1.00 1.10 1.10 1.00 1.10 1.00 1.00 1.00 1.10 1.00 1.00
Final Vol.:    55 0 57 447 985 600 0 635 106 272 1000 0
-----|-----|-----|-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:         1.00 0.00 2.00 1.00 1.82 1.18 0.00 2.57 0.43 2.00 3.00 0.00
Final Sat.:    1425 0 2850 1425 2589 1686 0 3663 612 2850 4275 0
-----|-----|-----|-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:       0.04 0.00 0.02 0.31 0.38 0.36 0.00 0.17 0.17 0.10 0.23 0.00
Crit Vol:      55          542          247          136
Crit Moves:    ****          ****          ****          ****
*****

```

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Study Area Intersection Capacity Analysis

Adjusted Baseline 2016 plus Proj AM Thu Jan 5, 2017 15:47:14

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T2/T3 Primary Lot

```

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #74 IMPERIAL HWY. @ 105 RAMP
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.894
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        176          Level Of Service:          D
*****
Street Name:         / 105 RAMP          IMPERIAL HWY.
Approach:            North Bound        South Bound        East Bound        West Bound
Movement:           L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:             Split Phase        Split Phase        Permitted         Protected
Rights:              Ovl              Ovl              Include           Include
Min. Green:          0  0  0           0  0  0           0  0  0           0  0  0
Lanes:               2  0  0  0  2     0  0  0  0  0     0  0  2  1  1     2  0  2  0  0
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:            1049  0  349          0  0  0           0  284  343  106 1073  0
Growth Adj:          1.00 1.00 1.00        1.00 1.00 1.00    1.00 1.00 1.00 1.00 1.00
Initial Bse:          1049  0  349          0  0  0           0  284  343  106 1073  0
Added Vol:            0  0  6           0  0  0           0  23  26  6  15  0
PasserByVol:         0  0  0           0  0  0           0  0  0  0  0  0
Initial Fut:          1049  0  355          0  0  0           0  307  369  112 1088  0
User Adj:             1.00 1.00 1.00        1.00 1.00 1.00    1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00        1.00 1.00 1.00    1.00 1.00 1.00 1.00 1.00
PHF Volume:           1049  0  355          0  0  0           0  307  369  112 1088  0
Reduct Vol:           0  0  0           0  0  0           0  0  0  0  0  0
Reduced Vol:          1049  0  355          0  0  0           0  307  369  112 1088  0
PCE Adj:              1.00 1.00 1.00        1.00 1.00 1.00    1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.10 1.00 1.10        1.00 1.00 1.00    1.00 1.00 1.10 1.10 1.00
Final Vol.:           1154  0  391          0  0  0           0  307  406  123 1088  0
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:            1425 1425 1425        1425 1425 1425    1425 1425 1425 1425 1425
Adjustment:           1.00 1.00 1.00        1.00 1.00 1.00    1.00 1.00 1.00 1.00 1.00
Lanes:                2.00 0.00 2.00        0.00 0.00 0.00    0.00 2.00 2.00 2.00 0.00
Final Sat.:           2850  0  2850          0  0  0           0  2850  2850  2850 2850  0
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.40 0.00 0.14        0.00 0.00 0.00    0.00 0.11 0.14 0.04 0.38 0.00
Crit Vol:              577                    0                    154                    544
Crit Moves:          ****                    ****                    ****
*****

```

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Study Area Intersection Capacity Analysis

T2/T3 Primary Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #75 IMPERIAL HWY. @ 405 NORTH RAMP
*****
Cycle (sec):      100          Critical Vol./Cap. (X):      0.599
Loss Time (sec):  0 (Y+R = 4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:    46          Level Of Service:      A
*****
Street Name:      405 NORTH RAMP          IMPERIAL HWY
Approach:         North Bound          South Bound          East Bound          West Bound
Movement:        L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|
Control:         Split Phase          Split Phase          Permitted          Permitted
Rights:          Include          Include          Ignore          Ignore
Min. Green:      0 0 0          0 0 0          0 0 0          0 0 0
Lanes:           1 0 1! 0 0          0 0 0 0 0          0 0 2 1 1          0 0 2 1 1
-----|-----|-----|-----|-----|
Volume Module:  >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:        600 0 72          0 0 0          0 360 74          0 1453 543
Growth Adj:      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
Initial Bse:     600 0 72          0 0 0          0 360 74          0 1453 543
Added Vol:       5 0 0          0 0 0          0 8 5          0 0 0
PasserByVol:    0 0 0          0 0 0          0 0 0          0 0 0
Initial Fut:     605 0 72          0 0 0          0 368 79          0 1453 543
User Adj:        1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 0.00      1.00 1.00 0.00
PHF Adj:         1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 0.00      1.00 1.00 0.00
PHF Volume:      605 0 72          0 0 0          0 368 0          0 1453 0
Reduct Vol:     0 0 0          0 0 0          0 0 0          0 0 0
Reduced Vol:    605 0 72          0 0 0          0 368 0          0 1453 0
PCE Adj:         1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 0.00      1.00 1.00 0.00
MLF Adj:         1.10 1.00 1.00      1.00 1.00 1.00      1.00 1.00 0.00      1.00 1.00 0.00
Final Vol.:     666 0 72          0 0 0          0 368 0          0 1453 0
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:        1425 1425 1425      1425 1425 1425      1425 1425 1425      1425 1425 1425
Adjustment:      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
Lanes:           1.80 0.00 0.20      0.00 0.00 0.00      0.00 3.00 1.00      0.00 3.00 1.00
Final Sat.:     2572 0 278          0 0 0          0 4275 1425          0 4275 1425
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:         0.26 0.00 0.26      0.00 0.00 0.00      0.00 0.09 0.00      0.00 0.34 0.00
Crit Vol:        369          0          0          484
Crit Moves:     ****          ****          ****
*****

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Study Area Intersection Capacity Analysis

Adjusted Baseline 2016 plus Proj AM Thu Jan 5, 2017 15:47:14

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T2/T3 Primary Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #89 La CIENEGA BLVD. @ LENNOX BLVD
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.623
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        49          Level Of Service:          B
*****
Street Name:          La CIENEGA BLVD.          LENNOX BLVD
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:                Permitted          Permit+Prot          Split Phase          Split Phase
Rights:                 Include          Include          Include          Include
Min. Green:             0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                  0  0  1  1  0          1  0  2  1  0          0  0  0  0  0          1  1  0  0  1
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:               0 1015  95  63 408  27  0  0  0  161  0  270
Growth Adj:             1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
Initial Bse:            0 1015  95  63 408  27  0  0  0  161  0  270
Added Vol:              0  0  0  0  0  0  0  0  0  0  0  0
PasserByVol:           0  0  0  0  0  0  0  0  0  0  0  0
Initial Fut:           0 1015  95  63 408  27  0  0  0  161  0  270
User Adj:               1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Volume:             0 1015  95  63 408  27  0  0  0  161  0  270
Reduct Vol:            0  0  0  0  0  0  0  0  0  0  0  0
Reduced Vol:           0 1015  95  63 408  27  0  0  0  161  0  270
PCE Adj:               1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
MLF Adj:               1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.10 1.00 1.00  1.00
Final Vol.:            0 1015  95  63 408  27  0  0  0  177  0  270
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425 1425  1425  1425 1425  1425 1425 1425  1425 1425 1425  1425
Adjustment:            1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
Lanes:                 0.00 1.83  0.17  1.00 2.81  0.19  0.00 0.00  0.00 2.00 0.00  1.00
Final Sat.:           0 2606  244  1425 4010  265  0  0  0  2850  0  1425
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.00 0.39  0.39  0.04 0.10  0.10  0.00 0.00  0.00 0.06 0.00  0.19
Crit Vol:              555          63          0          270
Crit Moves:            ****          ****          ****
*****

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Study Area Intersection Capacity Analysis

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T2/T3 Primary Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #94 La CIENEGA BLVD. @ 111TH STREET
*****
Cycle (sec):      100          Critical Vol./Cap. (X):      0.430
Loss Time (sec):  0 (Y+R = 4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:    33          Level Of Service:      A
*****
Street Name:      La CIENEGA BLVD. / 111TH STREET
Approach:         North Bound      South Bound      East Bound      West Bound
Movement:        L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|-----|-----|
Control:         Permitted          Permitted          Split Phase      Split Phase
Rights:          Include             Include             Include           Include
Min. Green:      0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes:           1 0 2 0 0 0 0 0 2 1 0 2 0 0 0 1 0 0 0 0 0 0
-----|-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:        202 1122 0 0 435 105 43 0 52 0 0 0 0
Growth Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:     202 1122 0 0 435 105 43 0 52 0 0 0 0
Added Vol:       0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol:    0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:    202 1122 0 0 435 105 43 0 52 0 0 0 0
User Adj:        1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:     202 1122 0 0 435 105 43 0 52 0 0 0 0
Reduct Vol:     0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:    202 1122 0 0 435 105 43 0 52 0 0 0 0
PCE Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00
Final Vol.:     202 1122 0 0 435 105 47 0 52 0 0 0 0
-----|-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:        1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:           1.00 2.00 0.00 0.00 2.42 0.58 2.00 0.00 1.00 0.00 0.00 0.00
Final Sat.:     1425 2850 0 0 3444 831 2850 0 1425 0 0 0
-----|-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:         0.14 0.39 0.00 0.00 0.13 0.13 0.02 0.00 0.04 0.00 0.00 0.00
Crit Vol:        561 0 0 0 0 0 0 0 52 0 0 0
Crit Moves:      ****      ****      ****
*****

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Study Area Intersection Capacity Analysis

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T2/T3 Primary Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #96 La CIENEGA BLVD. @ 405 S/B RAPM
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.975
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          La CIENEGA BLVD.          405 N/B RAPM
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|
Control:                Permitted          Permitted          Split Phase          Split Phase
Rights:                  Ovl          Include          Include          Include
Min. Green:             0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                  0  0  1  1  1          1  0  2  0  0          0  0  0  0  0          1  0  1!  0  0
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:               0 1815 135 136 395 0 0 0 0 553 0 82
Growth Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:            0 1815 135 136 395 0 0 0 0 553 0 82
Added Vol:              0 2 0 0 0 0 0 0 0 0 0 0
PasserByVol:           0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:           0 1817 135 136 395 0 0 0 0 553 0 82
User Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:                1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:            0 1817 135 136 395 0 0 0 0 553 0 82
Reduct Vol:            0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:           0 1817 135 136 395 0 0 0 0 553 0 82
PCE Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:               1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00
Final Vol.:            0 1817 149 136 395 0 0 0 0 608 0 82
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                 0.00 2.00 1.00 1.00 2.00 0.00 0.00 0.00 0.00 1.76 0.00 0.24
Final Sat.:           0 2850 1425 1425 2850 0 0 0 0 2511 0 339
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.00 0.64 0.10 0.10 0.14 0.00 0.00 0.00 0.00 0.24 0.00 0.24
Crit Vol:              909          136          0          345
Crit Moves:           ****          ****          ****
*****

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Study Area Intersection Capacity Analysis

T2/T3 Primary Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #97 La CIENEGA BLVD. @ 405 S/B RAMP
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.534
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        49          Level Of Service:          A
*****
Street Name:          La CIENEGA BLVD.          405 S/B RAMP
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Protected          Protected          Split Phase          Split Phase
Rights:                Include          Include          Include          Ovl
Min. Green:            0 0 0          0 0 0          0 0 0          0 0 0
Lanes:                 0 0 1 1 0          2 0 1 1 0          0 0 0 0 1          0 0 0 0 2
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              0 907 43 430 507 19 0 0 2 0 0 103
Growth Adj:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:           0 907 43 430 507 19 0 0 2 0 0 103
Added Vol:             0 0 0 38 0 0 0 0 0 0 0 0
PasserByVol:          0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:           0 907 43 468 507 19 0 0 2 0 0 103
User Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:            0 907 43 468 507 19 0 0 2 0 0 103
Reduct Vol:            0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:           0 907 43 468 507 19 0 0 2 0 0 103
PCE Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:               1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10
Final Vol.:            0 907 43 515 507 19 0 0 2 0 0 113
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                 0.00 1.91 0.09 2.00 1.93 0.07 0.00 0.00 1.00 0.00 0.00 2.00
Final Sat.:            0 2626 124 2750 2651 99 0 0 1375 0 0 2750
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.00 0.35 0.35 0.19 0.19 0.19 0.00 0.00 0.00 0.00 0.00 0.04
Crit Vol:              475 257 2 0
Crit Moves:            **** **** **** ****
*****

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Study Area Intersection Capacity Analysis

Adjusted Baseline 2016 plus Proj AM Thu Jan 5, 2017 15:47:14

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T2/T3 Primary Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #98 La CIENEGA BLVD. @ 405 S/B RAMP
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.598
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        46          Level Of Service:          A
*****
Street Name:          La CIENEGA BLVD.          405 S/B RAMP
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Split Phase          Split Phase
Rights:               Include          Include          Include          Include
Min. Green:           0 0 0          0 0 0          0 0 0          0 0 0
Lanes:                1 0 2 0 1      1 0 2 1 0      0 0 1! 0 0      1 1 0 1 0
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:             33 1227 155 71 426 0 4 0 28 192 0 77
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          33 1227 155 71 426 0 4 0 28 192 0 77
Added Vol:            26 0 0 0 0 0 0 4 26 0 4 0
PasserByVol:         0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:          59 1227 155 71 426 0 4 4 54 192 4 77
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           59 1227 155 71 426 0 4 4 54 192 4 77
Reduct Vol:           0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:          59 1227 155 71 426 0 4 4 54 192 4 77
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00
Final Vol.:           59 1227 155 71 426 0 4 4 54 211 4 77
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                1.00 2.00 1.00 1.00 3.00 0.00 0.06 0.06 0.88 2.00 0.05 0.95
Final Sat.:           1425 2850 1425 1425 4275 0 92 92 1241 2850 70 1355
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.04 0.43 0.11 0.05 0.10 0.00 0.04 0.04 0.04 0.07 0.06 0.06
Crit Vol:             614          71          62          106
Crit Moves:           ****          ****          ****          ****
*****

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Study Area Intersection Capacity Analysis

Adjusted Baseline 2016 plus Proj AM Thu Jan 5, 2017 15:47:14

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T2/T3 Primary Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #101 SEPULVEDA BLVD. @ LA TIJERA BLVD.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.765
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        97          Level Of Service:          C
*****
Street Name:          Sepulveda Boulevard          La Tijera Boulevard
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Prot+Permit          Prot+Permit          Prot+Permit          Prot+Permit
Rights:               Include              Include              Include              Include
Min. Green:           0 0 0              0 0 0              0 0 0              0 0 0
Lanes:                1 0 3 0 1          1 0 3 0 1          1 0 2 0 1          1 0 1 1 0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             45 1892          99 22 1285          43 72 147          75 322 178          31
Growth Adj:           1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:          45 1892          99 22 1285          43 72 147          75 322 178          31
Added Vol:            0 10              0 0 0              0 0 0              0 0 0
PasserByVol:          0 0              0 0 0              0 0 0              0 0 0
Initial Fut:          45 1902          99 22 1285          43 72 147          75 322 178          31
User Adj:             1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:              1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Volume:           45 1902          99 22 1285          43 72 147          75 322 178          31
Reduct Vol:           0 0              0 0 0              0 0 0              0 0 0
Reduced Vol:          45 1902          99 22 1285          43 72 147          75 322 178          31
PCE Adj:              1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
MLF Adj:              1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Final Vol.:           45 1902          99 22 1285          43 72 147          75 322 178          31
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375          1375 1375 1375          1375 1375 1375          1375 1375 1375
Adjustment:           1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Lanes:                1.00 3.00          1.00 1.00 3.00          1.00 2.00 1.00          1.00 1.70 0.30
Final Sat.:           1375 4125          1375 1375 4125          1375 2750 1375          1375 2342 408
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.03 0.46          0.07 0.02 0.31          0.03 0.05 0.05          0.05 0.23 0.08          0.08
Crit Vol:             634              22              74              322
Crit Moves:          ****              ****              ****              ****
*****

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Study Area Intersection Capacity Analysis

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T2/T3 Primary Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #108 SEPULVEDA BLVD. @ LINCOLN BLVD.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.850
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:       124          Level Of Service:          D
*****
Street Name:         SEPULVEDA BOULEVARD          LINCOLN BOULEVARD
Approach:            North Bound          South Bound          East Bound          West Bound
Movement:           L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|
Control:             Protected          Permitted          Permitted          Permitted
Rights:              Include          Include          Include          Include
Min. Green:          0 0 0          0 0 0          0 0 0          0 0 0
Lanes:               4 0 2 1 0          0 0 3 1 0          0 0 0 0 4          0 0 1! 0 0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:            1998 2181          0 0 1400 26          0 0 1112          0 0 0
Growth Adj:          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:          1998 2181          0 0 1400 26          0 0 1112          0 0 0
Added Vol:           0 10          0 0 0          0 0 0          0 0 0
PasserByVol:         0 0          0 0 0          0 0 0          0 0 0
Initial Fut:          1998 2191          0 0 1400 26          0 0 1112          0 0 0
User Adj:             1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:             1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Volume:          1998 2191          0 0 1400 26          0 0 1112          0 0 0
Reduct Vol:          0 0          0 0 0          0 0 0          0 0 0
Reduced Vol:          1998 2191          0 0 1400 26          0 0 1112          0 0 0
PCE Adj:             1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
MLF Adj:             1.10 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.10          1.00 1.00 1.00
Final Vol.:          2198 2191          0 0 1400 26          0 0 1223          0 0 0
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:            1425 1425 1425          1425 1425 1425          1425 1425 1425          1425 1425 1425
Adjustment:          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Lanes:               4.00 3.00 0.00          0.00 3.93 0.07          0.00 0.00 4.00          0.00 1.00 0.00
Final Sat.:          5700 4275          0 0 5596 104          0 0 5700          0 1425 0
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:             0.39 0.51 0.00          0.00 0.25 0.25          0.00 0.00 0.21          0.00 0.00 0.00
Crit Vol:            549          357          306          0
Crit Moves:          ****          ****          ****
*****

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Study Area Intersection Capacity Analysis

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T2/T3 Primary Lot

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-----
Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #114 SEPULVEDA BLVD. @ MANCHESTER AVE.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.938
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          Sepulveda Boulevard          Manchester Avenue
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|
Control:               Prot+Permit          Prot+Permit          Protected          Prot+Permit
Rights:                Ovl          Ovl          Ovl          Ovl
Min. Green:            0 0 0          0 0 0          0 0 0          0 0 0
Lanes:                 1 0 3 0 1          1 0 3 0 1          2 0 2 0 1          1 0 1 1 0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              74 1835          57 100 1039          82 111 252          81 54 638          389
Growth Adj:            1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00
Initial Bse:           74 1835          57 100 1039          82 111 252          81 54 638          389
Added Vol:              0 10          0 0 0          0 0 0          0 0 0          0
PasserByVol:           0 0          0 0 0          0 0 0          0 0 0          0
Initial Fut:           74 1845          57 100 1039          82 111 252          81 54 638          389
User Adj:              1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00
PHF Adj:               1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00
PHF Volume:            74 1845          57 100 1039          82 111 252          81 54 638          389
Reduct Vol:            0 0          0 0 0          0 0 0          0 0 0          0
Reduced Vol:           74 1845          57 100 1039          82 111 252          81 54 638          389
PCE Adj:               1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00
MLF Adj:               1.00 1.00          1.00 1.00 1.00          1.00 1.10 1.00          1.00 1.00 1.00          1.00
Final Vol.:            74 1845          57 100 1039          82 122 252          81 54 638          389
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1375 1375          1375 1375 1375          1375 1375 1375          1375 1375 1375
Adjustment:            1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Lanes:                 1.00 3.00          1.00 1.00 3.00          1.00 2.00 2.00          1.00 1.00 1.24          0.76
Final Sat.:            1375 4125          1375 1375 4125          1375 2750 2750          1375 1375 1708          1042
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.05 0.45          0.04 0.07 0.25          0.06 0.04 0.09          0.06 0.04 0.37          0.37
Crit Vol:              615          100          61          514
Crit Moves:            ****          ****          ****          ****
*****

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T2/T3 Primary Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #123 WESTCHESTER PARKWAY @ PERSHING DRIVE
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.548
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        41          Level Of Service:          A
*****
Street Name:          Pershing Drive          Westchester Parkway
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:                Permitted          Protected          Permitted          Permitted
Rights:                  Include          Include          Include          Include
Min. Green:              0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                   0  0  2  0  1          1  0  2  0  0          0  0  0  0  0          2  0  0  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:                0 1112  418  66 473  0  0  0  0  275  0  57
Growth Adj:              1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00  1.00
Initial Bse:              0 1112  418  66 473  0  0  0  0  275  0  57
Added Vol:                0  0  15  0  0  0  0  0  0  15  0  0
PasserByVol:              0  0  0  0  0  0  0  0  0  0  0  0
Initial Fut:              0 1112  433  66 473  0  0  0  0  290  0  57
User Adj:                 1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00  1.00
PHF Adj:                  1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00  1.00
PHF Volume:                0 1112  433  66 473  0  0  0  0  290  0  57
Reduct Vol:                0  0  0  0  0  0  0  0  0  0  0  0
Reduced Vol:              0 1112  433  66 473  0  0  0  0  290  0  57
PCE Adj:                  1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00  1.00
MLF Adj:                  1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.10 1.00  1.00
Final Vol.:                0 1112  433  66 473  0  0  0  0  319  0  57
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:                1425 1425  1425  1425 1425  1425 1425 1425  1425 1425  1425
Adjustment:              1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00  1.00
Lanes:                    0.00 2.00  1.00  1.00 2.00  0.00 0.00 0.00  0.00 2.00  0.00  1.00
Final Sat.:                0 2850  1425  1425 2850  0  0  0  0  2850  0  1425
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:                  0.00 0.39  0.30  0.05 0.17  0.00 0.00 0.00  0.00 0.11  0.00  0.04
Crit Vol:                  556          66          0          160
Crit Moves:                ****          ****          ****
*****

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T2/T3 Primary Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #135 SEPULVEDA BLVD. @ WESTCHESTER PARKWAY
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.936
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          Sepulveda Boulevard          Westchester Parkway
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Prot+Permit          Prot+Permit          Prot+Permit          Prot+Permit
Rights:                Include             Include             Include             Include
Min. Green:            0 0 0 0            0 0 0 0            0 0 0 0            0 0 0 0
Lanes:                 1 0 3 0 1          1 0 3 0 1          1 0 1 1 0          1 0 1 1 0
-----|-----|-----|-----|
Volume Module:
Base Vol:              175 2095 24 133 1595 64 15 146 73 179 548 326
Growth Adj:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:           175 2095 24 133 1595 64 15 146 73 179 548 326
Added Vol:              0 10 0 0 0 0 0 0 0 0 0 0
PasserByVol:           0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:           175 2105 24 133 1595 64 15 146 73 179 548 326
User Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:            175 2105 24 133 1595 64 15 146 73 179 548 326
Reduct Vol:            0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:           175 2105 24 133 1595 64 15 146 73 179 548 326
PCE Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:            175 2105 24 133 1595 64 15 146 73 179 548 326
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                 1.00 3.00 1.00 1.00 3.00 1.00 1.00 1.33 0.67 1.00 1.25 0.75
Final Sat.:            1375 4125 1375 1375 4125 1375 1375 1833 917 1375 1724 1026
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.13 0.51 0.02 0.10 0.39 0.05 0.01 0.08 0.08 0.13 0.32 0.32
Crit Vol:              702 133 15 437
Crit Moves:           ****  ****  ****  ****
*****

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T2/T3 Primary Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #136 SEPULVEDA @ 76th/77th STREET
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.987
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          Sepulveda Boulevard          76th/77th Street
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:            L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                1  0  3  0  1      1  0  3  0  1      2  0  1  0  1      1  0  1  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             66 2021          10          36 1296          207          733 75 77          40 112 365
Growth Adj:           1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00 1.00 1.00
Initial Bse:           66 2021          10          36 1296          207          733 75 77          40 112 365
Added Vol:             0  10          0          0  0  0          0          0  0  0          0  0  0
PasserByVol:           0  0          0          0  0  0          0          0  0  0          0  0  0
Initial Fut:           66 2031          10          36 1296          207          733 75 77          40 112 365
User Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00 1.00 1.00
PHF Adj:               1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00 1.00 1.00
PHF Volume:           66 2031          10          36 1296          207          733 75 77          40 112 365
Reduct Vol:            0  0          0          0  0  0          0          0  0  0          0  0  0
Reduced Vol:           66 2031          10          36 1296          207          733 75 77          40 112 365
PCE Adj:               1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00 1.00 1.00
MLF Adj:               1.00 1.00          1.00          1.00 1.00          1.00          1.10 1.00          1.00 1.00 1.00
Final Vol.:            66 2031          10          36 1296          207          806 75 77          40 112 365
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500          1500          1500 1500          1500          1500 1500          1500 1500 1500
Adjustment:           1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00 1.00 1.00
Lanes:                1.00 3.00          1.00          1.00 3.00          1.00          2.00 1.00          1.00 1.00 1.00
Final Sat.:           1500 4500          1500          1500 4500          1500          3000 1500          1500 1500 1500
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.04 0.45          0.01          0.02 0.29          0.14          0.27 0.05          0.05 0.03 0.07 0.24
Crit Vol:              677          36          403          365
Crit Moves:           ****          ****          ****          ****
*****

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Study Area Intersection Capacity Analysis

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T2/T3 Primary Lot

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-----
Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #137 SEPULVEDA BLVD. @ 79th/80th STREET
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.852
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        98          Level Of Service:          D
*****
Street Name:          Sepulveda Boulevard          79th/80th Street
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0 0 0          0 0 0          0 0 0          0 0 0
Lanes:                1 0 2 1 0        1 0 3 0 1        1 0 1 0 1        1 0 0 1 0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             139 2211          28 34 1210 187 168 92 146 45 205 122
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          139 2211          28 34 1210 187 168 92 146 45 205 122
Added Vol:            0 10          0 0 0 0 0 0 0 0 0 0
PasserByVol:          0 0          0 0 0 0 0 0 0 0 0 0
Initial Fut:          139 2221          28 34 1210 187 168 92 146 45 205 122
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           139 2221          28 34 1210 187 168 92 146 45 205 122
Reduct Vol:           0 0          0 0 0 0 0 0 0 0 0 0
Reduced Vol:          139 2221          28 34 1210 187 168 92 146 45 205 122
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:           139 2221          28 34 1210 187 168 92 146 45 205 122
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                1.00 2.96 0.04 1.00 3.00 1.00 1.00 1.00 1.00 1.00 0.63 0.37
Final Sat.:           1500 4444          56 1500 4500 1500 1500 1500 1500 1500 940 560
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.09 0.50 0.50 0.02 0.27 0.12 0.11 0.06 0.10 0.03 0.22 0.22
Crit Vol:              750          34          168          327
Crit Moves:           ****          ****          ****          ****
*****

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T2/T3 Primary Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #138 SEPULVEDA BLVD. @ 83rd STREET
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.716
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        51          Level Of Service:          C
*****
Street Name:          Sepulveda Boulevard          83rd Street
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                1  0  2  1  0      1  0  2  1  0      0  0  1!  0  0      1  0  0  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             39 2079          18  28 1247          35  71  65  43  24 122  150
Growth Adj:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:          39 2079          18  28 1247          35  71  65  43  24 122  150
Added Vol:            0  10          0  0  0          0  0  0          0  0  0          0
PasserByVol:          0  0          0  0  0          0  0  0          0  0  0          0
Initial Fut:          39 2089          18  28 1247          35  71  65  43  24 122  150
User Adj:             1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           39 2089          18  28 1247          35  71  65  43  24 122  150
Reduct Vol:           0  0          0  0  0          0  0  0          0  0  0          0
Reduced Vol:          39 2089          18  28 1247          35  71  65  43  24 122  150
PCE Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:           39 2089          18  28 1247          35  71  65  43  24 122  150
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500  1500 1500  1500 1500  1500  1500 1500  1500
Adjustment:           1.00 1.00  1.00  1.00 1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                1.00 2.97  0.03  1.00 2.92  0.08  0.40 0.36  0.24  1.00 0.45  0.55
Final Sat.:           1500 4462          38 1500 4377          123  595  545  360 1500  673  827
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.03 0.47  0.47  0.02 0.28  0.28  0.12 0.12  0.12  0.02 0.18  0.18
Crit Vol:              702          28          71          272
Crit Moves:           ****          ****          ****          ****
*****

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Study Area Intersection Capacity Analysis

T2/T3 Primary Lot

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-----
Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #1000 La CIENEGA BLVD. @ 104 TH STREET
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.445
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        34          Level Of Service:          A
*****
Street Name:          La CIENEGA BLVD.          104 TH STREET
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Prot+Permit          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0 0 0          0 0 0          0 0 0          0 0 0
Lanes:                1 0 1 1 0          1 0 2 1 0          1 0 1 0 1          0 0 1! 0 0
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:             374 954 11 12 453 83 19 0 76 6 0 13
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          374 954 11 12 453 83 19 0 76 6 0 13
Added Vol:            0 0 0          0 0 0          0 0 0          0 0 0
PasserByVol:         0 0 0          0 0 0          0 0 0          0 0 0
Initial Fut:          374 954 11 12 453 83 19 0 76 6 0 13
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           374 954 11 12 453 83 19 0 76 6 0 13
Reduct Vol:           0 0 0          0 0 0          0 0 0          0 0 0
Reduced Vol:          374 954 11 12 453 83 19 0 76 6 0 13
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:           374 954 11 12 453 83 19 0 76 6 0 13
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                1.00 1.98 0.02 1.00 2.54 0.46 1.00 1.00 1.00 0.32 0.00 0.68
Final Sat.:           1425 2818 32 1425 3613 662 1425 1425 1425 450 0 975
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.26 0.34 0.34 0.01 0.13 0.13 0.01 0.00 0.05 0.01 0.00 0.01
Crit Vol:             374          179          76 6
Crit Moves:          ****          ****          **** ****
*****

```


Study Area Intersection Capacity Analysis

Adjusted Baseline 2016 plus Proj PM Thu Jan 5, 2017 15:48:37

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T2/T3 Primary Lot

Scenario Report

Scenario: Adjusted Baseline 2016 plus Proj PM Peak

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

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Study Area Intersection Capacity Analysis

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T2/T3 Primary Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #14 AVIATION BLVD. @ CENTURY BLVD.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.896
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        180          Level Of Service:          D
*****
Street Name:          AVIATION BLVD.          CENTURY BLVD.
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|-----|-----|-----|
Control:              Protected          Protected          Protected          Protected
Rights:               Include          Include          Include          Include
Min. Green:           0 0 0          0 0 0          0 0 0          0 0 0
Lanes:                2 0 1 1 0        2 0 2 0 1        1 0 3 1 0        1 0 3 1 0
-----|-----|-----|-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             467 543 127 108 505 145 146 2012 467 103 1241 150
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          467 543 127 108 505 145 146 2012 467 103 1241 150
Added Vol:            0 0 0          0 0 0          0 0 0          0 0 0
PasserByVol:         0 0 0          0 0 0          0 0 0          0 0 0
Initial Fut:          467 543 127 108 505 145 146 2012 467 103 1241 150
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           467 543 127 108 505 145 146 2012 467 103 1241 150
Reduct Vol:           0 0 0          0 0 0          0 0 0          0 0 0
Reduced Vol:          467 543 127 108 505 145 146 2012 467 103 1241 150
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.10 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:           514 543 127 119 505 145 146 2012 467 103 1241 150
-----|-----|-----|-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                2.00 1.62 0.38 2.00 2.00 1.00 1.00 3.25 0.75 1.00 3.57 0.43
Final Sat.:           2750 2229 521 2750 2750 1375 1375 4464 1036 1375 4907 593
-----|-----|-----|-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.19 0.24 0.24 0.04 0.18 0.11 0.11 0.45 0.45 0.07 0.25 0.25
Crit Vol:             257          253          620          103
Crit Moves:          ****          ****          ****          ****
*****

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Study Area Intersection Capacity Analysis

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T2/T3 Primary Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #16 IMPERIAL HWY. @ AVIATION BL.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.723
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        82          Level Of Service:          C
*****
Street Name:          AVIATION BL.          IMPERIAL HWY.
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Protected          Protected          Protected          Protected
Rights:               Ovl          Ovl          Include          Ovl
Min. Green:           0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                2  0  2  0  1          2  0  1  1  1          2  0  2  1  0          2  0  3  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             140  373  241  380  594  127  231  1237  270  167  431  409
Growth Adj:           1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Initial Bse:          140  373  241  380  594  127  231  1237  270  167  431  409
Added Vol:            0  0  0          0  0  0          0  15  0          0  15  0
PasserByVol:         0  0  0          0  0  0          0  0  0          0  0  0
Initial Fut:          140  373  241  380  594  127  231  1252  270  167  446  409
User Adj:             1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Adj:              1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Volume:           140  373  241  380  594  127  231  1252  270  167  446  409
Reduct Vol:           0  0  0          0  0  0          0  0  0          0  0  0
Reduced Vol:          140  373  241  380  594  127  231  1252  270  167  446  409
PCE Adj:              1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
MLF Adj:              1.10  1.00  1.00  1.10  1.00  1.10  1.10  1.00  1.00  1.10  1.00  1.00
Final Vol.:           154  373  241  418  594  140  254  1252  270  184  446  409
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375  1375  1375  1375  1375  1375  1375  1375  1375  1375  1375  1375
Adjustment:           1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Lanes:                2.00  2.00  1.00  2.00  2.00  1.00  2.00  2.47  0.53  2.00  3.00  1.00
Final Sat.:           2750  2750  1375  2750  2750  1375  2750  3393  732  2750  4125  1375
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.06  0.14  0.18  0.15  0.22  0.10  0.09  0.37  0.37  0.07  0.11  0.30
Crit Vol:             187          209          507          92
Crit Moves:           ****          ****          ****          ****
*****

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Study Area Intersection Capacity Analysis

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T2/T3 Primary Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #19 AVIATION BLVD. @ 111TH
*****
Cycle (sec):      100          Critical Vol./Cap. (X):      0.548
Loss Time (sec):  0 (Y+R = 4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:    50          Level Of Service:      A
*****
Street Name:      AVIATION BLVD.          111TH STREET
Approach:         North Bound          South Bound          East Bound          West Bound
Movement:        L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|
Control:         Protected          Protected          Protected          Protected
Rights:          Ovl          Include          Include          Ovl
Min. Green:      0  0  0          0  0  0          0  0  0          0  0  0
Lanes:           1  0  1  1  0          1  0  1  1  0          1  0  0  1  0          1  0  1  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:        13 1004          33          37 1142          68          62  83          24          28  42          63
Growth Adj:      1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
Initial Bse:     13 1004          33          37 1142          68          62  83          24          28  42          63
Added Vol:       0  0          0          0  0          0          0  0          0          0  0          0
PasserByVol:    0  0          0          0  0          0          0  0          0          0  0          0
Initial Fut:     13 1004          33          37 1142          68          62  83          24          28  42          63
User Adj:        1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
PHF Adj:         1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
PHF Volume:      13 1004          33          37 1142          68          62  83          24          28  42          63
Reduct Vol:     0  0          0          0  0          0          0  0          0          0  0          0
Reduced Vol:    13 1004          33          37 1142          68          62  83          24          28  42          63
PCE Adj:         1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
MLF Adj:         1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
Final Vol.:     13 1004          33          37 1142          68          62  83          24          28  42          63
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:        1375 1375          1375          1375 1375          1375          1375 1375          1375          1375 1375          1375
Adjustment:      1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
Lanes:           1.00 1.94          0.06          1.00 1.89          0.11          1.00 0.78          0.22          1.00 1.00          1.00
Final Sat.:     1375 2662          88          1375 2595          155          1375 1067          308          1375 1375          1375
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:         0.01 0.38          0.38          0.03 0.44          0.44          0.05 0.08          0.08          0.02 0.03          0.05
Crit Vol:        13          605          605          107          28
Crit Moves:     ****          ****          ****          ****          ****
*****

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Study Area Intersection Capacity Analysis

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T2/T3 Primary Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #36 La CIENEGA BLVD. @ CENTURY BLVD
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.969
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          La CIENEGA BLVD.          CENTURY BLVD.
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Prot+Permit          Prot+Permit          Prot+Permit          Prot+Permit
Rights:                Ovl                Ovl                Ovl                Ovl
Min. Green:            0  0  0            0  0  0            0  0  0            0  0  0
Lanes:                 1  0  2  0  2      1  0  2  0  2      1  0  3  0  1      1  0  3  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              127  294  562  600  735  348  112  1270  483  90  812  217
Growth Adj:            1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Initial Bse:           127  294  562  600  735  348  112  1270  483  90  812  217
Added Vol:              0  0  0            0  0  0            0  0  0            0  0  0
PasserByVol:           0  0  0            0  0  0            0  0  0            0  0  0
Initial Fut:           127  294  562  600  735  348  112  1270  483  90  812  217
User Adj:              1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Adj:               1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Volume:            127  294  562  600  735  348  112  1270  483  90  812  217
Reduct Vol:            0  0  0            0  0  0            0  0  0            0  0  0
Reduced Vol:           127  294  562  600  735  348  112  1270  483  90  812  217
PCE Adj:               1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
MLF Adj:               1.00  1.00  1.10  1.00  1.00  1.10  1.00  1.00  1.00  1.00  1.00  1.00
Final Vol.:            127  294  618  600  735  383  112  1270  483  90  812  217
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1375  1375  1375  1375  1375  1375  1375  1375  1375  1375  1375  1375
Adjustment:            1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Lanes:                 1.00  2.00  2.00  1.00  2.00  2.00  1.00  3.00  1.00  1.00  3.16  0.84
Final Sat.:            1375  2750  2750  1375  2750  2750  1375  4125  1375  1375  4340  1160
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.09  0.11  0.22  0.44  0.27  0.14  0.08  0.31  0.35  0.07  0.19  0.19
Crit Vol:                309  600                423                0
Crit Moves:              ****  ****                ****                ****
*****

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Study Area Intersection Capacity Analysis

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T2/T3 Primary Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #38 CENTURY BLVD. @ SEPULVEDA BLVD.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.795
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        70          Level Of Service:          C
*****
Street Name:          SEPULVEDA BLVD.          CENTURY BLVD.
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|
Control:                Permitted          Permitted          Permitted          Permitted
Rights:                 Ignore          Include          Include          Include
Min. Green:             0 0 0          0 0 0          0 0 0          0 0 0
Lanes:                  0 0 4 0 1      0 0 4 0 1      0 0 0 0 0      1 1 0 0 2
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:               0 3537          0 0 2773          51 0 0 0          479 90 236
Growth Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:            0 3537          0 0 2773          51 0 0 0          479 90 236
Added Vol:              0 0 0          0 0 0          0 0 0          0 0 0
PasserByVol:           0 0 0          0 0 0          0 0 0          0 0 0
Initial Fut:            0 3537          0 0 2773          51 0 0 0          479 90 236
User Adj:               1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:                1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:             0 3537          0 0 2773          51 0 0 0          479 90 236
Reduct Vol:             0 0 0          0 0 0          0 0 0          0 0 0
Reduced Vol:           0 3537          0 0 2773          51 0 0 0          479 90 236
PCE Adj:                1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:                1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.10
Final Vol.:             0 3537          0 0 2773          51 0 0 0          527 90 260
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:               1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                  0.00 4.00 1.00 0.00 4.00 1.00 0.00 0.00 0.00 1.71 0.29 2.00
Final Sat.:             0 6000 1500          0 6000 1500          0 0 0          2562 438 3000
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:                0.00 0.59 0.00          0.00 0.46 0.03 0.00 0.00 0.00 0.21 0.21 0.09
Crit Vol:               884          0          0          308
Crit Moves:             ****          ****          ****
*****

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Study Area Intersection Capacity Analysis

Adjusted Baseline 2016 plus Proj PM Thu Jan 5, 2017 15:48:38

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T2/T3 Primary Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #39 CENTURY BLVD. @ 405 N/B RAMP
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.676
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        44          Level Of Service:          B
*****
Street Name:          405 NORTH OFF RAMP          CENTURY BLVD
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:                Permitted          Permitted          Permitted          Permitted
Rights:                  Include          Include          Include          Include
Min. Green:              0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                   2  0  0  0  1          0  0  0  0  1          1  0  2  1  1          0  0  2  1  0
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 4 Aug 2004 << Employee PM
Base Vol:                667  0  347          0  0  40          24 1804  567          0  912  14
Growth Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:              667  0  347          0  0  40          24 1804  567          0  912  14
Added Vol:                0  0  0          0  0  0          0  0  0          0  0  0
PasserByVol:              0  0  0          0  0  0          0  0  0          0  0  0
Initial Fut:              667  0  347          0  0  40          24 1804  567          0  912  14
User Adj:                 1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:                  1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Volume:              667  0  347          0  0  40          24 1804  567          0  912  14
Reduct Vol:                0  0  0          0  0  0          0  0  0          0  0  0
Reduced Vol:              667  0  347          0  0  40          24 1804  567          0  912  14
PCE Adj:                  1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
MLF Adj:                  1.10 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.10          1.00 1.00 1.00
Final Vol.:               734  0  347          0  0  40          24 1804  624          0  912  14
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:                1500 1500 1500          1500 1500 1500          1500 1500 1500          1500 1500 1500
Adjustment:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Lanes:                   2.00 0.00 1.00          0.00 0.00 1.00          1.00 2.97 1.03          0.00 2.95 0.05
Final Sat.:              3000  0 1500          0  0 1500          1500 4459 1541          0 4432  68
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:                 0.24 0.00 0.23          0.00 0.00 0.03          0.02 0.40 0.40          0.00 0.21 0.21
Crit Vol:                 367          40          607          0
Crit Moves:              ****          ****          ****          ****
*****

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Study Area Intersection Capacity Analysis

T2/T3 Primary Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #47 IMPERIAL HWY. @ DOUGLAS ST.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.697
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        75          Level Of Service:          B
*****
Street Name:          DOUGLAS STREET          IMPERIAL HWY.
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|-----|-----|-----|
Control:               Split Phase          Split Phase          Protected          Protected
Rights:                Include          Include          Include          Include
Min. Green:            0 0 0          0 0 0          0 0 0          0 0 0
Lanes:                 1 0 1 0 2          1 0 1! 0 1          1 0 2 1 0          2 0 2 1 0
-----|-----|-----|-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              156 23 393          56 32 14          21 1543 151 123 572 34
Growth Adj:            1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:           156 23 393          56 32 14          21 1543 151 123 572 34
Added Vol:              0 0 0          0 0 0          0 15 0          0 15 0
PasserByVol:           0 0 0          0 0 0          0 0 0          0 0 0
Initial Fut:           156 23 393          56 32 14          21 1558 151 123 587 34
User Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:               1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:            156 23 393          56 32 14          21 1558 151 123 587 34
Reduct Vol:            0 0 0          0 0 0          0 0 0          0 0 0
Reduced Vol:           156 23 393          56 32 14          21 1558 151 123 587 34
PCE Adj:               1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:               1.00 1.00 1.10          1.10 1.00 1.10          1.00 1.00 1.00 1.10 1.00 1.00
Final Vol.:            156 23 432          62 32 15          21 1558 151 135 587 34
-----|-----|-----|-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1375 1375 1375          1375 1375 1375          1375 1375 1375 1375 1375 1375
Adjustment:            1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                 1.00 1.00 2.00          1.70 0.30 1.00          1.00 2.73 0.27 2.00 2.84 0.16
Final Sat.:            1375 1375 2750          2331 419 1375          1375 3761 364 2750 3899 226
-----|-----|-----|-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.11 0.02 0.16          0.03 0.08 0.01          0.02 0.41 0.41 0.05 0.15 0.15
Crit Vol:              216          105          570          68
Crit Moves:            ****          ****          ****          ****
*****

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Study Area Intersection Capacity Analysis

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T2/T3 Primary Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #65 SEPULVEDA @ H. HUGHES PARKWAY
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.721
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        52          Level Of Service:          C
*****
Street Name:          Sepulveda Boulevard          H. Hughes Parkway
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|
Control:                Permitted          Permitted          Permitted          Permitted
Rights:                 Ignore          Include          Include          Include
Min. Green:             0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                  0  0  4  0  1      2  0  3  0  0      0  0  0  0  0      3  0  0  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:               0 1439  669  580 2543  0  0  0  0  637  0  105
Growth Adj:             1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:            0 1439  669  580 2543  0  0  0  0  637  0  105
Added Vol:              0  0  0          0  0  0          0  0  0          0  0  0
PasserByVol:           0  0  0          0  0  0          0  0  0          0  0  0
Initial Fut:            0 1439  669  580 2543  0  0  0  0  637  0  105
User Adj:               1.00 1.00  0.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:                1.00 1.00  0.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:             0 1439  0  580 2543  0  0  0  0  637  0  105
Reduct Vol:             0  0  0          0  0  0          0  0  0          0  0  0
Reduced Vol:           0 1439  0  580 2543  0  0  0  0  637  0  105
PCE Adj:                1.00 1.00  0.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:                1.00 1.00  0.00  1.10 1.00  1.00 1.00 1.00  1.10 1.00 1.00
Final Vol.:             0 1439  0  638 2543  0  0  0  0  701  0  105
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1500 1500  1500  1500 1500  1500 1500 1500  1500 1500 1500
Adjustment:            1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:                 0.00 4.00  1.00  2.00 3.00  0.00 0.00 0.00  0.00 3.00 0.00 1.00
Final Sat.:            0 6000  1500  3000 4500  0  0  0  0  4500  0  1500
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.00 0.24  0.00  0.21 0.57  0.00 0.00 0.00  0.00 0.16 0.00  0.07
Crit Vol:              0          848          0          234
Crit Moves:           ****          ****          ****
*****

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Study Area Intersection Capacity Analysis

T2/T3 Primary Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #67 IMPERIAL HWY. @ La CIENEGA BLVD.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.770
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        99          Level Of Service:          C
*****
Street Name:          La CIENEGA BLVD.          IMPERIAL HWY.
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:                Protected          Protected          Protected          Protected
Rights:                  Include          Include          Include          Include
Min. Green:              0 0 0          0 0 0          0 0 0          0 0 0
Lanes:                   2 0 1 1 1          2 0 1 1 1          2 0 3 0 2          2 0 3 0 2
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:                64 203 695 397 388 245 229 1295 148 42 370 169
Growth Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:              64 203 695 397 388 245 229 1295 148 42 370 169
Added Vol:                0 0 0          5 0 21          21 0 0          0 0 0 5
PasserByVol:              0 0 0          0 0 0          0 0 0          0 0 0 0
Initial Fut:              64 203 695 402 388 266 250 1295 148 42 370 174
User Adj:                1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:                 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:              64 203 695 402 388 266 250 1295 148 42 370 174
Reduct Vol:              0 0 0          0 0 0          0 0 0          0 0 0 0
Reduced Vol:              64 203 695 402 388 266 250 1295 148 42 370 174
PCE Adj:                 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:                 1.10 1.00 1.10 1.10 1.00 1.10 1.10 1.00 1.10 1.10 1.00 1.10
Final Vol.:              70 203 765 442 388 293 275 1295 163 46 370 191
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:                1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                   2.00 1.00 2.00 2.00 1.71 1.29 2.00 3.00 2.00 2.00 3.00 2.00
Final Sat.:              2750 1375 2750 2750 2352 1773 2750 4125 2750 2750 4125 2750
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:                 0.03 0.15 0.28 0.16 0.16 0.16 0.10 0.31 0.06 0.02 0.09 0.07
Crit Vol:                 382 221          432          23
Crit Moves:              ****  ****          ****          ****
*****

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T2/T3 Primary Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #68 IMPERIAL HWY @MAIN STREET
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.699
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        62          Level Of Service:          B
*****
Street Name:          MAIN STREET          IMPERIAL HWY
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Split Phase          Split Phase          Permitted          Protected
Rights:               Ignore              Include              Include              Include
Min. Green:           0 0 0              0 0 0              0 0 0              0 0 0
Lanes:                1 1 0 0 1          0 0 1! 0 0          1 0 2 0 1          2 0 2 0 1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             230 0 450          4 1 1              0 1066 395 587 747 2
Growth Adj:           1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00 1.00 1.00
Initial Bse:          230 0 450          4 1 1              0 1066 395 587 747 2
Added Vol:            0 0 0              0 0 0              0 15 0 0 15 0
PasserByVol:         0 0 0              0 0 0              0 0 0 0 0 0 0
Initial Fut:          230 0 450          4 1 1              0 1081 395 587 762 2
User Adj:             1.00 1.00 0.00          1.00 1.00 1.00          1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 0.00          1.00 1.00 1.00          1.00 1.00 1.00 1.00 1.00
PHF Volume:           230 0 0              4 1 1              0 1081 395 587 762 2
Reduct Vol:           0 0 0              0 0 0              0 0 0 0 0 0 0
Reduced Vol:          230 0 0              4 1 1              0 1081 395 587 762 2
PCE Adj:              1.00 1.00 0.00          1.00 1.00 1.00          1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.10 1.00 0.00          1.00 1.00 1.00          1.00 1.00 1.00 1.10 1.00
Final Vol.:           253 0 0              4 1 1              0 1081 395 646 762 2
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425 1425          1425 1425 1425          1425 1425 1425 1425 1425
Adjustment:           1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00 1.00 1.00
Lanes:                2.00 0.00 1.00          0.66 0.17 0.17          1.00 2.00 1.00 2.00 2.00 1.00
Final Sat.:           2850 0 1425          950 238 238          1425 2850 1425 2850 2850 1425
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.09 0.00 0.00          0.00 0.00 0.00          0.00 0.38 0.28 0.23 0.27 0.00
Crit Vol:             127              6              541              323
Crit Moves:          ****              ****              ****              ****
*****

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T2/T3 Primary Lot

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-----
Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #69 IMPERIAL HWY @ PERSHING DR.
*****
Cycle (sec):      100          Critical Vol./Cap. (X):      0.574
Loss Time (sec):  0 (Y+R = 4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:    44          Level Of Service:      A
*****
Street Name:      PERSHING DR./HYPERION DWY.          IMPERIAL HWY
Approach:         North Bound          South Bound          East Bound          West Bound
Movement:        L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:         Split Phase          Split Phase          Protected          Permitted
Rights:          Include          Include          Include          Ovl
Min. Green:      0 0 0 0          0 0 0 0          0 0 0 0          0 0 0 0
Lanes:          0 0 0 1 0          2 0 0 0 1          2 0 2 0 0          1 0 2 0 2
-----|-----|-----|-----|
Volume Module:
Base Vol:        0 3 7 914 0 207 153 433 0 1 425 572
Growth Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:    0 3 7 914 0 207 153 433 0 1 425 572
Added Vol:      0 0 0 15 0 0 0 0 0 0 0 15
PasserByVol:    0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:    0 3 7 929 0 207 153 433 0 1 425 587
User Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:        1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:     0 3 7 929 0 207 153 433 0 1 425 587
Reduct Vol:     0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:    0 3 7 929 0 207 153 433 0 1 425 587
PCE Adj:        1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:        1.00 1.00 1.00 1.10 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.10
Final Vol.:     0 3 7 1022 0 207 168 433 0 1 425 646
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:       1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:         0.00 0.30 0.70 2.00 0.00 1.00 2.00 2.00 0.00 1.00 2.00 2.00
Final Sat.:    0 428 998 2850 0 1425 2850 2850 0 1425 2850 2850
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:        0.00 0.01 0.01 0.36 0.00 0.15 0.06 0.15 0.00 0.00 0.15 0.23
Crit Vol:       10 511 84 213
Crit Moves:     **** **** **** ****
*****

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T2/T3 Primary Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #71 IMPERIAL HWY @ SEPULVEDA BL.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          1.393
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          SEPULVEDA BL.          IMPERIAL HWY
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Protected          Protected          Protected          Protected
Rights:                Include          Include          Include          Include
Min. Green:            0 0 0          0 0 0          0 0 0          0 0 0
Lanes:                 1 0 3 0 1      2 0 3 1 0      2 0 3 0 1      2 0 3 0 1
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee P.M.
Base Vol:              145 1810 1014 688 2412 16 235 368 172 159 340 394
Growth Adj:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:           145 1810 1014 688 2412 16 235 368 172 159 340 394
Added Vol:              0 0 0          0 0 0          0 15 0          0 15 0
PasserByVol:           0 0 0          0 0 0          0 0 0          0 0 0
Initial Fut:           145 1810 1014 688 2412 16 235 383 172 159 355 394
User Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:            145 1810 1014 688 2412 16 235 383 172 159 355 394
Reduct Vol:            0 0 0          0 0 0          0 0 0          0 0 0
Reduced Vol:           145 1810 1014 688 2412 16 235 383 172 159 355 394
PCE Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:               1.00 1.00 1.00 1.10 1.00 1.00 1.10 1.00 1.00 1.10 1.00 1.00
Final Vol.:            145 1810 1014 757 2412 16 259 383 172 175 355 394
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                 1.00 3.00 1.00 2.00 3.97 0.03 2.00 3.00 1.00 2.00 3.00 1.00
Final Sat.:            1375 4125 1375 2750 5464 36 2750 4125 1375 2750 4125 1375
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.11 0.44 0.74 0.28 0.44 0.44 0.09 0.09 0.13 0.06 0.09 0.29
Crit Vol:              1014 378          129          394
Crit Moves:            ****  ****          ****          ****
*****

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T2/T3 Primary Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #73 IMPERIAL HWY @ NASH ST.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.456
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        34          Level Of Service:          A
*****
Street Name:  FWY 105 OFF RAMP/ NASH STREET          IMPERIAL HWY.
Approach:      North Bound          South Bound          East Bound          West Bound
Movement:      L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|
Control:        Split Phase          Split Phase          Permitted          Protected
Rights:         Include          Include          Include          Include
Min. Green:     0 0 0          0 0 0          0 0 0          0 0 0
Lanes:          1 0 0 0 2          1 1 0 1 1          0 0 2 1 0          2 0 3 0 0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:       127 0 255 100 180 183 0 999 58 36 778 0
Growth Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:    127 0 255 100 180 183 0 999 58 36 778 0
Added Vol:      0 0 0 0 0 0 0 15 0 0 15 0
PasserByVol:    0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:    127 0 255 100 180 183 0 1014 58 36 793 0
User Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:        1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:     127 0 255 100 180 183 0 1014 58 36 793 0
Reduct Vol:     0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:    127 0 255 100 180 183 0 1014 58 36 793 0
PCE Adj:        1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:        1.00 1.00 1.10 1.10 1.00 1.10 1.00 1.00 1.00 1.10 1.00 1.00
Final Vol.:     127 0 281 110 180 201 0 1014 58 40 793 0
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:       1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:          1.00 0.00 2.00 1.00 1.35 1.65 0.00 2.84 0.16 2.00 3.00 0.00
Final Sat.:     1425 0 2850 1425 1929 2346 0 4044 231 2850 4275 0
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:        0.09 0.00 0.10 0.08 0.09 0.09 0.00 0.25 0.25 0.01 0.19 0.00
Crit Vol:       140          133          357          20
Crit Moves:     ****          ****          ****          ****
*****

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T2/T3 Primary Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #74 IMPERIAL HWY. @ 105 RAMP
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.631
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        50          Level Of Service:          B
*****
Street Name:         / 105 RAMP          IMPERIAL HWY.
Approach:            North Bound        South Bound        East Bound        West Bound
Movement:           L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:             Split Phase        Split Phase        Permitted         Protected
Rights:              Ovl              Ovl              Include           Include
Min. Green:          0  0  0           0  0  0           0  0  0           0  0  0
Lanes:               2  0  0  0  2     0  0  0  0  0     0  0  2  1  1     2  0  2  0  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:            513  0  203      0  0  0      0 1592  490  140  628  0
Growth Adj:          1.00 1.00 1.00      1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          513  0  203      0  0  0      0 1592  490  140  628  0
Added Vol:           0  0  6        0  0  0      0  15  0      6  15  0
PasserByVol:         0  0  0        0  0  0      0  0  0      0  0  0
Initial Fut:          513  0  209      0  0  0      0 1607  490  146  643  0
User Adj:            1.00 1.00 1.00      1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:             1.00 1.00 1.00      1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:          513  0  209      0  0  0      0 1607  490  146  643  0
Reduct Vol:          0  0  0        0  0  0      0  0  0      0  0  0
Reduced Vol:         513  0  209      0  0  0      0 1607  490  146  643  0
PCE Adj:            1.00 1.00 1.00      1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:            1.10 1.00 1.10      1.00 1.00 1.00  1.00 1.00 1.10 1.10 1.00 1.00
Final Vol.:          564  0  230      0  0  0      0 1607  539  161  643  0
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:            1425 1425 1425  1425 1425 1425  1425 1425 1425 1425 1425 1425
Adjustment:          1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00
Lanes:              2.00 0.00 2.00  0.00 0.00 0.00  0.00 3.00 1.00 2.00 2.00 0.00
Final Sat.:         2850  0 2850      0  0  0      0 4268  1432 2850 2850  0
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:            0.20 0.00 0.08  0.00 0.00 0.00  0.00 0.38 0.38 0.06 0.23 0.00
Crit Vol:           282          0          536          80
Crit Moves:         ****          ****          ****
*****

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Study Area Intersection Capacity Analysis

T2/T3 Primary Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #75 IMPERIAL HWY. @ 405 NORTH RAMP
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.832
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        111          Level Of Service:          D
*****
Street Name:          405 NORTH RAMP          IMPERIAL HWY
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Split Phase          Split Phase          Permitted          Permitted
Rights:               Include             Include             Ignore             Ignore
Min. Green:           0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes:                1 0 1! 0 0 0 0 0 0 0 2 1 1 0 0 2 1 1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             169 0 291 0 0 0 0 2684 285 0 440 239
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          169 0 291 0 0 0 0 2684 285 0 440 239
Added Vol:            5 0 0 0 0 0 0 0 0 5 0 0 0
PasserByVol:         0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:          174 0 291 0 0 0 0 2684 290 0 440 239
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
PHF Volume:           174 0 291 0 0 0 0 2684 0 0 440 0
Reduct Vol:           0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:          174 0 291 0 0 0 0 2684 0 0 440 0
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
MLF Adj:              1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
Final Vol.:           191 0 291 0 0 0 0 2684 0 0 440 0
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                1.00 0.00 1.00 0.00 0.00 0.00 0.00 3.00 1.00 0.00 3.00 1.00
Final Sat.:           1425 0 1425 0 0 0 0 4275 1425 0 4275 1425
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.13 0.00 0.20 0.00 0.00 0.00 0.00 0.63 0.00 0.00 0.10 0.00
Crit Vol:              291 0 0 0 0 0 895 0
Crit Moves:           ****          ****          ****
*****

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Study Area Intersection Capacity Analysis

Adjusted Baseline 2016 plus Proj PM Thu Jan 5, 2017 15:48:38

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T2/T3 Primary Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #89 La CIENEGA BLVD. @ LENNOX BLVD
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.600
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        47          Level Of Service:          B
*****
Street Name:          La CIENEGA BLVD.          LENNOX BLVD
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:                Permitted          Permit+Prot          Split Phase          Split Phase
Rights:                 Include          Include          Include          Include
Min. Green:             0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                  0  0  1  1  0          1  0  2  1  0          0  0  0  0  0          1  1  0  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:               0  556  361  318  724  4  0  0  0  71  0  79
Growth Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:            0  556  361  318  724  4  0  0  0  71  0  79
Added Vol:              0  0  0  0  0  0  0  0  0  0  0  0
PasserByVol:           0  0  0  0  0  0  0  0  0  0  0  0
Initial Fut:            0  556  361  318  724  4  0  0  0  71  0  79
User Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:                1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:             0  556  361  318  724  4  0  0  0  71  0  79
Reduct Vol:             0  0  0  0  0  0  0  0  0  0  0  0
Reduced Vol:            0  556  361  318  724  4  0  0  0  71  0  79
PCE Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00
Final Vol.:             0  556  361  318  724  4  0  0  0  78  0  79
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                 0.00 1.21 0.79 1.00 2.98 0.02 0.00 0.00 0.00 2.00 0.00 1.00
Final Sat.:            0 1728 1122 1425 4252 23 0 0 0 2850 0 1425
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.00 0.32 0.32 0.22 0.17 0.17 0.00 0.00 0.00 0.03 0.00 0.06
Crit Vol:              459          318          0          79
Crit Moves:            ****          ****          ****
*****

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Study Area Intersection Capacity Analysis

T2/T3 Primary Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #94 La CIENEGA BLVD. @ 111TH STREET
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.371
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        30          Level Of Service:          A
*****
Street Name:          La CIENEGA BLVD.          / 111TH STREET
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Split Phase          Split Phase
Rights:               Include          Include          Include          Include
Min. Green:           0 0 0          0 0 0          0 0 0          0 0 0
Lanes:                1 0 2 0 0          0 0 2 1 0          2 0 0 0 1          0 0 0 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:             53 782          0 0 851 68 115 0 138          0 0 0
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          53 782          0 0 851 68 115 0 138          0 0 0
Added Vol:            0 0 0          0 0 0 0 0 0 0 0          0 0 0
PasserByVol:          0 0 0          0 0 0 0 0 0 0 0          0 0 0
Initial Fut:          53 782          0 0 851 68 115 0 138          0 0 0
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           53 782          0 0 851 68 115 0 138          0 0 0
Reduct Vol:           0 0 0          0 0 0 0 0 0 0 0          0 0 0
Reduced Vol:          53 782          0 0 851 68 115 0 138          0 0 0
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00
Final Vol.:           53 782          0 0 851 68 127 0 138          0 0 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                1.00 2.00 0.00 0.00 2.78 0.22 2.00 0.00 1.00 0.00 0.00 0.00
Final Sat.:           1425 2850 0 0 3959 316 2850 0 1425 0 0 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.04 0.27 0.00 0.00 0.21 0.21 0.04 0.00 0.10 0.00 0.00 0.00
Crit Vol:             391          0          138          0
Crit Moves:          ****          ****          ****
*****

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Study Area Intersection Capacity Analysis

Adjusted Baseline 2016 plus Proj PM Thu Jan 5, 2017 15:48:38

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T2/T3 Primary Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #96 La CIENEGA BLVD. @ 405 S/B RAPM
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.824
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        105          Level Of Service:          D
*****
Street Name:          La CIENEGA BLVD.          405 N/B RAPM
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|
Control:                Permitted          Permitted          Split Phase          Split Phase
Rights:                  Ovl          Include          Include          Include
Min. Green:              0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                   0  0  1  1  1          1  0  2  0  0          0  0  0  0  0          1  0  1!  0  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:                0  620  64  199  790  0  0  0  0  873  0  369
Growth Adj:              1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
Initial Bse:              0  620  64  199  790  0  0  0  0  873  0  369
Added Vol:                0  0  0  0  0  0  0  0  0  0  0  0
PasserByVol:              0  0  0  0  0  0  0  0  0  0  0  0
Initial Fut:              0  620  64  199  790  0  0  0  0  873  0  369
User Adj:                 1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Adj:                  1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Volume:                0  620  64  199  790  0  0  0  0  873  0  369
Reduct Vol:                0  0  0  0  0  0  0  0  0  0  0  0
Reduced Vol:              0  620  64  199  790  0  0  0  0  873  0  369
PCE Adj:                  1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
MLF Adj:                  1.00 1.00  1.10  1.00 1.00  1.00 1.00 1.00  1.10 1.00 1.00  1.00
Final Vol.:                0  620  70  199  790  0  0  0  0  960  0  369
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:                1425 1425  1425  1425 1425  1425 1425 1425  1425 1425 1425  1425
Adjustment:              1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
Lanes:                    0.00 2.00  1.00  1.00 2.00  0.00 0.00 0.00  0.00 1.44 0.00  0.56
Final Sat.:                0 2850  1425  1425 2850  0  0  0  0  2059  0  791
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:                  0.00 0.22  0.05  0.14 0.28  0.00 0.00 0.00  0.00 0.47 0.00  0.47
Crit Vol:                  310          199          0          665
Crit Moves:                ****          ****          ****
*****

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Study Area Intersection Capacity Analysis

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T2/T3 Primary Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #97 La CIENEGA BLVD. @ 405 S/B RAMP
*****
Cycle (sec):      100          Critical Vol./Cap. (X):      0.421
Loss Time (sec):  0 (Y+R = 4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:    39          Level Of Service:      A
*****
Street Name:      La CIENEGA BLVD.          405 S/B RAMP
Approach:         North Bound      South Bound      East Bound      West Bound
Movement:        L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|-----|
Control:         Protected      Protected      Split Phase      Split Phase
Rights:          Include      Include      Include      Ovl
Min. Green:      0 0 1 1 0      0 0 0 0      0 0 0 0      0 0 0 0
Lanes:           0 0 1 1 0      2 0 1 1 0      0 0 0 0 1      0 0 0 0 2
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:        0 652 39 360 860 1 0 0 2 0 0 420
Growth Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:     0 652 39 360 860 1 0 0 2 0 0 420
Added Vol:       0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol:    0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:    0 652 39 360 860 1 0 0 2 0 0 420
User Adj:        1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:     0 652 39 360 860 1 0 0 2 0 0 420
Reduct Vol:     0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:    0 652 39 360 860 1 0 0 2 0 0 420
PCE Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:         1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.10
Final Vol.:     0 652 39 396 860 1 0 0 2 0 0 462
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:       1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:          0.00 1.89 0.11 2.00 1.99 0.01 0.00 0.00 1.00 0.00 0.00 2.00
Final Sat.:     0 2595 155 2750 2747 3 0 0 1375 0 0 2750
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:        0.00 0.25 0.25 0.14 0.31 0.31 0.00 0.00 0.00 0.00 0.00 0.17
Crit Vol:       345 0
Crit Moves:     ****      ****      ****      ****
*****

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Study Area Intersection Capacity Analysis

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T2/T3 Primary Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #98 La CIENEGA BLVD. @ 405 S/B RAMP
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.384
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        30          Level Of Service:          A
*****
Street Name:          La CIENEGA BLVD.          405 S/B RAMP
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|
Control:                Permitted          Permitted          Split Phase          Split Phase
Rights:                 Include          Include          Include          Include
Min. Green:             0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                  1  0  2  0  1      1  0  2  1  0      0  0  0  1  0      1  1  0  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:               27  619  30  67  901  3  0  0  11  231  0  231
Growth Adj:            1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:           27  619  30  67  901  3  0  0  11  231  0  231
Added Vol:             26  0  0  0  0  0  0  4  26  0  4  0
PasserByVol:           0  0  0  0  0  0  0  0  0  0  0  0
Initial Fut:           53  619  30  67  901  3  0  4  37  231  4  231
User Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:            53  619  30  67  901  3  0  4  37  231  4  231
Reduct Vol:            0  0  0  0  0  0  0  0  0  0  0  0
Reduced Vol:           53  619  30  67  901  3  0  4  37  231  4  231
PCE Adj:               1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:               1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:            53  619  30  67  901  3  0  4  37  254  4  231
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425 1425  1425  1425 1425  1425 1425 1425  1425 1425 1425  1425
Adjustment:            1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
Lanes:                 1.00 2.00  1.00  1.00 2.99  0.01  0.00 0.10  0.90 1.97 0.03  1.00
Final Sat.:            1425 2850  1425  1425 4261  14  0  139  1286 2806  44  1425
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.04 0.22  0.02  0.05 0.21  0.21  0.00 0.03  0.03 0.09 0.09  0.16
Crit Vol:              310          67          41          129
Crit Moves:           ****          ****          ****          ****
*****

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Study Area Intersection Capacity Analysis

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T2/T3 Primary Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #101 SEPULVEDA BLVD. @ LA TIJERA BLVD.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.889
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        180          Level Of Service:          D
*****
Street Name:          Sepulveda Boulevard          La Tijera Boulevard
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Prot+Permit          Prot+Permit          Prot+Permit          Prot+Permit
Rights:                Include             Include             Include             Include
Min. Green:            0 0 0             0 0 0             0 0 0             0 0 0
Lanes:                 1 0 3 0 1         1 0 3 0 1         1 0 2 0 1         1 0 1 1 0
-----|-----|-----|-----|
Volume Module:
Base Vol:              126 1278 227 118 1750 145 133 361 100 332 270 69
Growth Adj:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:           126 1278 227 118 1750 145 133 361 100 332 270 69
Added Vol:              0 0 0             0 0 0             0 0 0             0 0 0
PasserByVol:           0 0 0             0 0 0             0 0 0             0 0 0
Initial Fut:           126 1278 227 118 1750 145 133 361 100 332 270 69
User Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:            126 1278 227 118 1750 145 133 361 100 332 270 69
Reduct Vol:            0 0 0             0 0 0             0 0 0             0 0 0
Reduced Vol:           126 1278 227 118 1750 145 133 361 100 332 270 69
PCE Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:            126 1278 227 118 1750 145 133 361 100 332 270 69
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                 1.00 3.00 1.00 1.00 3.00 1.00 1.00 2.00 1.00 1.00 1.59 0.41
Final Sat.:            1375 4125 1375 1375 4125 1375 1375 2750 1375 1375 2190 560
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.09 0.31 0.17 0.09 0.42 0.11 0.10 0.13 0.07 0.24 0.12 0.12
Crit Vol:              126             583             181             332
Crit Moves:           ****             ****             ****             ****
*****

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Study Area Intersection Capacity Analysis

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T2/T3 Primary Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #108 SEPULVEDA BLVD. @ LINCOLN BLVD.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          1.034
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          SEPULVEDA BOULEVARD          LINCOLN BOULEVARD
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|
Control:               Protected          Permitted          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0 0 0          0 0 0          0 0 0          0 0 0
Lanes:                 4 0 2 1 0          0 0 3 1 0          0 0 0 0 4          0 0 1! 0 0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              1558 2013          0 0 2116 42          0 0 1839          0 0 0
Growth Adj:            1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:           1558 2013          0 0 2116 42          0 0 1839          0 0 0
Added Vol:              0 0 0          0 0 0 0          0 0 0          0 0 0
PasserByVol:           0 0 0          0 0 0 0          0 0 0          0 0 0
Initial Fut:           1558 2013          0 0 2116 42          0 0 1839          0 0 0
User Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:               1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Volume:            1558 2013          0 0 2116 42          0 0 1839          0 0 0
Reduct Vol:            0 0 0          0 0 0 0          0 0 0          0 0 0
Reduced Vol:           1558 2013          0 0 2116 42          0 0 1839          0 0 0
PCE Adj:               1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
MLF Adj:               1.10 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.10          1.00 1.00 1.00
Final Vol.:            1714 2013          0 0 2116 42          0 0 2023          0 0 0
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425 1425 1425          1425 1425 1425          1425 1425 1425          1425 1425 1425
Adjustment:            1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Lanes:                 4.00 3.00 0.00          0.00 3.92 0.08          0.00 0.00 4.00          0.00 1.00 0.00
Final Sat.:            5700 4275          0 0 5589 111          0 0 5700          0 1425 0
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.30 0.47 0.00          0.00 0.38 0.38          0.00 0.00 0.35          0.00 0.00 0.00
Crit Vol:              428          539          506          0
Crit Moves:           ****          ****          ****
*****

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Study Area Intersection Capacity Analysis

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T2/T3 Primary Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #114 SEPULVEDA BLVD. @ MANCHESTER AVE.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.955
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          Sepulveda Boulevard          Manchester Avenue
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|
Control:              Prot+Permit          Prot+Permit          Protected          Prot+Permit
Rights:                Ovl          Ovl          Ovl          Ovl
Min. Green:           0 0 0          0 0 0          0 0 0          0 0 0
Lanes:                1 0 3 0 1          1 0 3 0 1          2 0 2 0 1          1 0 1 1 0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             171 1356 120 351 1811 279 224 797 132 111 529 207
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          171 1356 120 351 1811 279 224 797 132 111 529 207
Added Vol:            0 0 0          0 0 0          0 0 0          0 0 0
PasserByVol:         0 0 0          0 0 0          0 0 0          0 0 0
Initial Fut:          171 1356 120 351 1811 279 224 797 132 111 529 207
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           171 1356 120 351 1811 279 224 797 132 111 529 207
Reduct Vol:           0 0 0          0 0 0          0 0 0          0 0 0
Reduced Vol:          171 1356 120 351 1811 279 224 797 132 111 529 207
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00
Final Vol.:           171 1356 120 351 1811 279 246 797 132 111 529 207
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                1.00 3.00 1.00 1.00 3.00 1.00 2.00 2.00 1.00 1.00 1.44 0.56
Final Sat.:           1375 4125 1375 1375 4125 1375 2750 2750 1375 1375 1977 773
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.12 0.33 0.09 0.26 0.44 0.20 0.09 0.29 0.10 0.08 0.27 0.27
Crit Vol:              452          351          399          111
Crit Moves:           ****          ****          ****          ****
*****

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T2/T3 Primary Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #123 WESTCHESTER PARKWAY @ PERSHING DRIVE
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.368
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        29          Level Of Service:          A
*****
Street Name:          Pershing Drive          Westchester Parkway
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|
Control:                Permitted          Protected          Permitted          Permitted
Rights:                 Include          Include          Include          Include
Min. Green:             0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                  0  0  2  0  1          1  0  2  0  0          0  0  0  0  0          2  0  0  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:               0  582  319          77  645          0          0  0  0          192  0  111
Growth Adj:            1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:           0  582  319          77  645          0          0  0  0          192  0  111
Added Vol:              0  0  15          0  0  0          0  0  0          15  0  0
PasserByVol:           0  0  0          0  0  0          0  0  0          0  0  0
Initial Fut:           0  582  334          77  645          0          0  0  0          207  0  111
User Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:                1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:             0  582  334          77  645          0          0  0  0          207  0  111
Reduct Vol:            0  0  0          0  0  0          0  0  0          0  0  0
Reduced Vol:           0  582  334          77  645          0          0  0  0          207  0  111
PCE Adj:                1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:                1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.10 1.00  1.00
Final Vol.:             0  582  334          77  645          0          0  0  0          228  0  111
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425 1425  1425          1425 1425  1425          1425 1425  1425          1425 1425  1425
Adjustment:            1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                 0.00 2.00  1.00          1.00 2.00  0.00          0.00 0.00  0.00          2.00 0.00  1.00
Final Sat.:            0  2850  1425          1425 2850          0          0  0  0          2850  0  1425
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.00 0.20  0.23          0.05 0.23  0.00          0.00 0.00  0.00          0.08 0.00  0.08
Crit Vol:               334          77          0          114
Crit Moves:            ****          ****          ****
*****

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T2/T3 Primary Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #135 SEPULVEDA BLVD. @ WESTCHESTER PARKWAY
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.963
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          Sepulveda Boulevard          Westchester Parkway
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Prot+Permit          Prot+Permit          Prot+Permit          Prot+Permit
Rights:               Include              Include              Include              Include
Min. Green:           0 0 0              0 0 0              0 0 0              0 0 0
Lanes:                1 0 3 0 1          1 0 3 0 1          1 0 1 1 0          1 0 1 1 0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             195 1618          76 218 2009          67 64 279 102 269 292 211
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          195 1618          76 218 2009          67 64 279 102 269 292 211
Added Vol:             0 0 0              0 0 0              0 0 0              0 0 0
PasserByVol:          0 0 0              0 0 0              0 0 0              0 0 0
Initial Fut:          195 1618          76 218 2009          67 64 279 102 269 292 211
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           195 1618          76 218 2009          67 64 279 102 269 292 211
Reduct Vol:           0 0 0              0 0 0              0 0 0              0 0 0
Reduced Vol:          195 1618          76 218 2009          67 64 279 102 269 292 211
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:           195 1618          76 218 2009          67 64 279 102 269 292 211
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                1.00 3.00 1.00 1.00 3.00 1.00 1.00 1.46 0.54 1.00 1.16 0.84
Final Sat.:           1375 4125 1375 1375 4125 1375 1375 2014 736 1375 1596 1154
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.14 0.39 0.06 0.16 0.49 0.05 0.05 0.14 0.14 0.20 0.18 0.18
Crit Vol:             195 670 190 269
Crit Moves:          ****          ****          ****          ****
*****

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Study Area Intersection Capacity Analysis

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T2/T3 Primary Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #136 SEPULVEDA @ 76th/77th STREET
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.557
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        33          Level Of Service:          A
*****
Street Name:          Sepulveda Boulevard          76th/77th Street
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                1  0  3  0  1    1  0  3  0  1    2  0  1  0  1    1  0  1  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             66 1666  39  127 1411  332  192  39  54  23  48  36
Growth Adj:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:           66 1666  39  127 1411  332  192  39  54  23  48  36
Added Vol:            0  0  0          0  0  0          0  0  0          0  0  0
PasserByVol:          0  0  0          0  0  0          0  0  0          0  0  0
Initial Fut:           66 1666  39  127 1411  332  192  39  54  23  48  36
User Adj:             1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           66 1666  39  127 1411  332  192  39  54  23  48  36
Reduct Vol:           0  0  0          0  0  0          0  0  0          0  0  0
Reduced Vol:           66 1666  39  127 1411  332  192  39  54  23  48  36
PCE Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00
Final Vol.:           66 1666  39  127 1411  332  211  39  54  23  48  36
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500  1500 1500  1500 1500 1500  1500 1500 1500  1500
Adjustment:           1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
Lanes:                1.00 3.00  1.00  1.00 3.00  1.00  2.00 1.00  1.00 1.00 1.00  1.00
Final Sat.:           1500 4500  1500  1500 4500  1500  3000 1500  1500 1500 1500  1500
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.04 0.37  0.03  0.08 0.31  0.22  0.07 0.03  0.04  0.02 0.03  0.02
Crit Vol:              555          127          106          48
Crit Moves:           ****          ****          ****          ****
*****

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Study Area Intersection Capacity Analysis

T2/T3 Primary Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #137 SEPULVEDA BLVD. @ 79th/80th STREET
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.574
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        34          Level Of Service:          A
*****
Street Name:          Sepulveda Boulevard          79th/80th Street
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0 0 0          0 0 0          0 0 0          0 0 0
Lanes:                1 0 2 1 0          1 0 3 0 1          1 0 1 0 1          1 0 0 1 0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             88 1851          34 36 1453          189 116 60 86          29 49 31
Growth Adj:           1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:          88 1851          34 36 1453          189 116 60 86          29 49 31
Added Vol:            0 0          0 0 0          0 0 0          0 0 0
PasserByVol:         0 0          0 0 0          0 0 0          0 0 0
Initial Fut:          88 1851          34 36 1453          189 116 60 86          29 49 31
User Adj:             1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:              1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Volume:           88 1851          34 36 1453          189 116 60 86          29 49 31
Reduct Vol:           0 0          0 0 0          0 0 0          0 0 0
Reduced Vol:          88 1851          34 36 1453          189 116 60 86          29 49 31
PCE Adj:              1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
MLF Adj:              1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Final Vol.:           88 1851          34 36 1453          189 116 60 86          29 49 31
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500          1500 1500 1500          1500 1500 1500          1500 1500 1500
Adjustment:           1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Lanes:                1.00 2.95          0.05 1.00 3.00          1.00 1.00 1.00          1.00 0.61 0.39
Final Sat.:           1500 4419          81 1500 4500          1500 1500 1500          1500 919 581
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.06 0.42          0.42 0.02 0.32          0.13 0.08 0.04          0.06 0.02 0.05          0.05
Crit Vol:              628          36          116          80
Crit Moves:           ****          ****          ****          ****
*****

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Study Area Intersection Capacity Analysis

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T2/T3 Primary Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #138 SEPULVEDA BLVD. @ 83rd STREET
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.527
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        30          Level Of Service:          A
*****
Street Name:          Sepulveda Boulevard          83rd Street
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                1  0  2  1  0      1  0  2  1  0      0  0  1!  0  0      1  0  0  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             53 1843          17  42 1497          53  48  43  28          9  30  27
Growth Adj:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:           53 1843          17  42 1497          53  48  43  28          9  30  27
Added Vol:             0  0  0          0  0  0          0  0  0          0  0  0
PasserByVol:          0  0  0          0  0  0          0  0  0          0  0  0
Initial Fut:           53 1843          17  42 1497          53  48  43  28          9  30  27
User Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           53 1843          17  42 1497          53  48  43  28          9  30  27
Reduct Vol:           0  0  0          0  0  0          0  0  0          0  0  0
Reduced Vol:          53 1843          17  42 1497          53  48  43  28          9  30  27
PCE Adj:               1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:               1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:           53 1843          17  42 1497          53  48  43  28          9  30  27
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500  1500 1500  1500 1500  1500  1500 1500  1500
Adjustment:           1.00 1.00  1.00  1.00 1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                1.00 2.97  0.03  1.00 2.90  0.10  0.40 0.36  0.24  1.00 0.53  0.47
Final Sat.:           1500 4459          41 1500 4346          154  605 542  353 1500  789  711
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.04 0.41  0.41  0.03 0.34  0.34  0.08 0.08  0.08  0.01 0.04  0.04
Crit Vol:              620          42          119          9
Crit Moves:           ****          ****          ****          ****
*****

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Study Area Intersection Capacity Analysis

T2/T3 Primary Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #1000 La CIENEGA BLVD. @ 104 TH STREET
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.477
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        36          Level Of Service:          A
*****
Street Name:          La CIENEGA BLVD.          104 TH STREET
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|
Control:              Prot+Permit          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0 0 0          0 0 0          0 0 0          0 0 0
Lanes:                1 0 1 1 0          1 0 2 1 0          1 0 1 0 1          0 0 1! 0 0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             121 579 12 47 788 53 90 3 271 7 1 11
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          121 579 12 47 788 53 90 3 271 7 1 11
Added Vol:            0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol:         0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:          121 579 12 47 788 53 90 3 271 7 1 11
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           121 579 12 47 788 53 90 3 271 7 1 11
Reduct Vol:           0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:          121 579 12 47 788 53 90 3 271 7 1 11
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:           121 579 12 47 788 53 90 3 271 7 1 11
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                1.00 1.96 0.04 1.00 2.81 0.19 1.00 1.00 1.00 0.37 0.05 0.58
Final Sat.:           1425 2792 58 1425 4006 269 1425 1425 1425 525 75 825
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.08 0.21 0.21 0.03 0.20 0.20 0.06 0.00 0.19 0.01 0.01 0.01
Crit Vol:             121          280          271          7
Crit Moves:          ****          ****          ****          ****
*****

```

Study Area Intersection Capacity Analysis

Future 2019 w/ Proj-AM Peak

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T2/T3 Optional Lot

Scenario Report

Scenario: Future 2019 w/ Proj-AM Peak

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

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Study Area Intersection Capacity Analysis

Future 2019 w/ Proj-AM Peak

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T2/T3 Optional Lot

```

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #14 AVIATION BLVD. @ CENTURY BLVD.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.761
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        95          Level Of Service:          C
*****
Street Name:          AVIATION BLVD.          CENTURY BLVD.
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|-----|-----|-----|
Control:               Protected          Protected          Protected          Protected
Rights:                Include          Include          Include          Include
Min. Green:            0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                 2  0  1  1  0          2  0  2  0  1          1  0  3  1  0          1  0  3  1  0
-----|-----|-----|-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:              582  603  67          58  352  183          131  997  245          61  1273  92
Growth Adj:            1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00
Initial Bse:           582  603  67          58  352  183          131  997  245          61  1273  92
Added Vol:              71  10  0          7  5  0          3  88  75          0  125  10
PasserByVol:           0  0  0          0  0  0          0  0  0          0  0  0
Initial Fut:           653  613  67          65  357  183          134  1085  320          61  1398  102
User Adj:              1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00
PHF Adj:               1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00
PHF Volume:            653  613  67          65  357  183          134  1085  320          61  1398  102
Reduct Vol:            0  0  0          0  0  0          0  0  0          0  0  0
Reduced Vol:           653  613  67          65  357  183          134  1085  320          61  1398  102
PCE Adj:               1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00
MLF Adj:               1.10  1.00  1.00          1.10  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00
Final Vol.:            718  613  67          72  357  183          134  1085  320          61  1398  102
-----|-----|-----|-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1375  1375  1375          1375  1375  1375          1375  1375  1375          1375  1375  1375
Adjustment:            1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00
Lanes:                 2.00  1.80  0.20          2.00  2.00  1.00          1.00  3.09  0.91          1.00  3.73  0.27
Final Sat.:            2750  2479  271          2750  2750  1375          1375  4247  1253          1375  5126  374
-----|-----|-----|-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.26  0.25  0.25          0.03  0.13  0.13          0.10  0.26  0.26          0.04  0.27  0.27
Crit Vol:              359          178          134          375
Crit Moves:          ****          ****          ****          ****
*****

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Study Area Intersection Capacity Analysis

Future 2019 w/ Proj-AM Peak

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T2/T3 Optional Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #16 IMPERIAL HWY. @ AVIATION BL.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.890
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        180          Level Of Service:          D
*****
Street Name:          AVIATION BL.          IMPERIAL HWY.
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Protected          Protected          Protected          Protected
Rights:               Ovl          Ovl          Include          Ovl
Min. Green:           0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                2  0  2  0  1          2  0  1  1  1          2  0  2  1  0          2  0  3  0  1
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:             300  572  112  232  301  214  136  247  65  251  1074  782
Growth Adj:           1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Initial Bse:           300  572  112  232  301  214  136  247  65  251  1074  782
Added Vol:             20   1   0   73   3   5   0   0   0   0  170   80
PasserByVol:          0   0   0   0   0   0   0   0   0   0   0   0
Initial Fut:           320  573  112  305  304  219  136  247  65  251  1244  862
User Adj:             1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Adj:              1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Volume:           320  573  112  305  304  219  136  247  65  251  1244  862
Reduct Vol:           0   0   0   0   0   0   0   0   0   0   0   0
Reduced Vol:           320  573  112  305  304  219  136  247  65  251  1244  862
PCE Adj:              1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
MLF Adj:              1.10  1.00  1.00  1.10  1.00  1.10  1.10  1.00  1.00  1.10  1.00  1.00
Final Vol.:           352  573  112  336  304  241  150  247  65  276  1244  862
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375  1375  1375  1375  1375  1375  1375  1375  1375  1375  1375  1375
Adjustment:           1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Lanes:                2.00  2.00  1.00  2.00  1.67  1.33  2.00  2.38  0.62  2.00  3.00  1.00
Final Sat.:           2750  2750  1375  2750  2301  1824  2750  3266  859  2750  4125  1375
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.13  0.21  0.08  0.12  0.13  0.13  0.05  0.08  0.08  0.10  0.30  0.63
Crit Vol:              287          0          75          862
Crit Moves:           ****          ****          ****          ****
*****

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Study Area Intersection Capacity Analysis

Future 2019 w/ Proj-AM Peak

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T2/T3 Optional Lot

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-----
Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #19 AVIATION BLVD. @ 111TH
*****
Cycle (sec):      100          Critical Vol./Cap. (X):      0.678
Loss Time (sec):  0 (Y+R = 4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:    71          Level Of Service:      B
*****
Street Name:      AVIATION BLVD.          111TH STREET
Approach:         North Bound          South Bound          East Bound          West Bound
Movement:        L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:         Protected          Protected          Protected          Protected
Rights:          Ovl          Include          Include          Ovl
Min. Green:      0 0 0          0 0 0          0 0 0          0 0 0
Lanes:          1 0 1 1 0          1 0 1 1 0          1 0 0 1 0          1 0 1 1 0
-----|-----|-----|-----|-----|
Volume Module:  >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:       33 1497 24 32 698 61 43 33 31 27 56 59
Growth Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:   33 1497 24 32 698 61 43 33 31 27 56 59
Added Vol:     0 81 0 0 80 0 0 0 0 0 0 0
PasserByVol:   0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:   33 1578 24 32 778 61 43 33 31 27 56 59
User Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:    33 1578 24 32 778 61 43 33 31 27 56 59
Reduct Vol:    0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:   33 1578 24 32 778 61 43 33 31 27 56 59
PCE Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:    33 1578 24 32 778 61 43 33 31 27 56 59
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:         1.00 1.97 0.03 1.00 1.85 0.15 1.00 0.52 0.48 1.00 1.00 1.00
Final Sat.:    1375 2709 41 1375 2550 200 1375 709 666 1375 1375 1375
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:       0.02 0.58 0.58 0.02 0.31 0.31 0.03 0.05 0.05 0.02 0.04 0.04
Crit Vol:      801          32          43          56
Crit Moves:    ****          ****          ****          ****
*****

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Study Area Intersection Capacity Analysis

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T2/T3 Optional Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #36 La CIENEGA BLVD. @ CENTURY BLVD
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.942
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          La CIENEGA BLVD.          CENTURY BLVD.
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|
Control:              Prot+Permit          Prot+Permit          Prot+Permit          Prot+Permit
Rights:               Ovl                  Ovl                  Ovl                  Ovl
Min. Green:           0  0  0              0  0  0              0  0  0              0  0  0
Lanes:                1  0  2  0  2        1  0  2  0  2        1  0  3  0  1        1  0  3  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             225  613  182  187  356  484  90  532  320  330  1775  898
Growth Adj:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:          225  613  182  187  356  484  90  532  320  330  1775  898
Added Vol:             7   0   0   0   4   0   1  58  37   0  128   0
PasserByVol:          0   0   0   0   0   0   0   0   0   0   0   0
Initial Fut:          232  613  182  187  360  484  91  590  357  330  1903  898
User Adj:             1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           232  613  182  187  360  484  91  590  357  330  1903  898
Reduct Vol:           0   0   0   0   0   0   0   0   0   0   0   0
Reduced Vol:          232  613  182  187  360  484  91  590  357  330  1903  898
PCE Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.10  1.00 1.00  1.10  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:           232  613  200  187  360  532  91  590  357  330  1903  898
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                1.00 2.00  2.00  1.00 2.00  2.00  1.00 3.00  1.00  1.00 3.00  1.00
Final Sat.:           1375 2750  2750  1375 2750  2750  1375 4125  1375  1375 4125  1375
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.17 0.22  0.07  0.14 0.13  0.19  0.07 0.14  0.26  0.24 0.46  0.65
Crit Vol:              307          0          91          898
Crit Moves:           ****          ****          ****          ****
*****

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Study Area Intersection Capacity Analysis

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T2/T3 Optional Lot

```

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #38 CENTURY BLVD. @ SEPULVEDA BLVD.
*****
Cycle (sec):      100          Critical Vol./Cap. (X):      1.011
Loss Time (sec):  0 (Y+R = 4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:    180          Level Of Service:          F
*****
Street Name:      SEPULVEDA BLVD.          CENTURY BLVD.
Approach:         North Bound          South Bound          East Bound          West Bound
Movement:        L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:         Permitted          Permitted          Permitted          Permitted
Rights:          Ignore          Include          Include          Include
Min. Green:      0 0 0          0 0 0          0 0 0          0 0 0
Lanes:           0 0 4 0 1      0 0 4 0 1      0 0 0 0 0      1 1 0 0 2
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:        0 4649 0          0 1701 36          0 0 0          410 70 347
Growth Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:    0 4649 0          0 1701 36          0 0 0          410 70 347
Added Vol:      0 261 0          0 0 0          0 0 0          41 12 123
PasserByVol:   0 0 0          0 0 0          0 0 0          0 0 0
Initial Fut:    0 4910 0          0 1701 36          0 0 0          451 82 470
User Adj:       1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:        1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:     0 4910 0          0 1701 36          0 0 0          451 82 470
Reduct Vol:     0 0 0          0 0 0          0 0 0          0 0 0
Reduced Vol:   0 4910 0          0 1701 36          0 0 0          451 82 470
PCE Adj:        1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:        1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00
Final Vol.:    0 4910 0          0 1701 36          0 0 0          496 82 517
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:       1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:         0.00 4.00 1.00 0.00 4.00 1.00 0.00 0.00 0.00 1.72 0.28 2.00
Final Sat.:    0 6000 1500          0 6000 1500          0 0 0          2574 426 3000
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:        0.00 0.82 0.00          0.00 0.28 0.02          0.00 0.00 0.00          0.19 0.19 0.17
Crit Vol:       1228          0          0          289
Crit Moves:     ****          ****          ****
*****

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Study Area Intersection Capacity Analysis

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T2/T3 Optional Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #39 CENTURY BLVD. @ 405 N/B RAMP
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          1.010
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          405 NORTH OFF RAMP          CENTURY BLVD
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:                Permitted          Permitted          Permitted          Permitted
Rights:                  Include          Include          Include          Include
Min. Green:              0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                   2  0  0  0  1          0  0  0  0  1          1  0  2  1  1          0  0  2  1  0
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol: 1285  0  393  0  0  26  5  614  200  0  2191  7
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 1285  0  393  0  0  26  5  614  200  0  2191  7
Added Vol: 9  0  0  0  0  0  0  4  53  0  118  0
PasserByVol: 0  0  0  0  0  0  0  0  0  0  0  0
Initial Fut: 1294  0  393  0  0  26  5  618  253  0  2309  7
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 1294  0  393  0  0  26  5  618  253  0  2309  7
Reduct Vol: 0  0  0  0  0  0  0  0  0  0  0  0
Reduced Vol: 1294  0  393  0  0  26  5  618  253  0  2309  7
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00 1.00
Final Vol.: 1423  0  393  0  0  26  5  618  278  0  2309  7
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 0.00 1.00 0.00 0.00 1.00 1.00 2.76 1.24 0.00 2.99 0.01
Final Sat.: 3000  0  1500  0  0  1500  1500 4137 1863  0  4486  14
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat: 0.47 0.00 0.26 0.00 0.00 0.02 0.00 0.15 0.15 0.00 0.51 0.51
Crit Vol: 712          26  5          772
Crit Moves: ****          ****  ****          ****
*****

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T2/T3 Optional Lot

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-----
Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #47 IMPERIAL HWY. @ DOUGLAS ST.
*****
Cycle (sec):      100          Critical Vol./Cap. (X):      0.540
Loss Time (sec):  0 (Y+R = 4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:    50          Level Of Service:      A
*****
Street Name:      DOUGLAS STREET          IMPERIAL HWY.
Approach:         North Bound          South Bound          East Bound          West Bound
Movement:        L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|
Control:         Split Phase          Split Phase          Protected          Protected
Rights:          Include          Include          Include          Include
Min. Green:      0 0 0          0 0 0          0 0 0          0 0 0
Lanes:          1 0 1 0 2          1 0 1! 0 1          1 0 2 1 0          2 0 2 1 0
-----|-----|-----|-----|-----|
Volume Module:  >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:       77 14 83          42 45 10          34 439 200          385 1422 58
Growth Adj:    1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:    77 14 83          42 45 10          34 439 200          385 1422 58
Added Vol:      3 0 0          0 0 0          0 0 0          0 195 0
PasserByVol:   0 0 0          0 0 0          0 0 0          0 0 0
Initial Fut:    80 14 83          42 45 10          34 439 200          385 1617 58
User Adj:      1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:       1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Volume:    80 14 83          42 45 10          34 439 200          385 1617 58
Reduct Vol:    0 0 0          0 0 0          0 0 0          0 0 0
Reduced Vol:   80 14 83          42 45 10          34 439 200          385 1617 58
PCE Adj:       1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
MLF Adj:       1.00 1.00 1.10          1.10 1.00 1.10          1.00 1.00 1.00          1.10 1.00 1.00
Final Vol.:    80 14 91          46 45 11          34 439 200          424 1617 58
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1375 1375 1375          1375 1375 1375          1375 1375 1375          1375 1375 1375
Adjustment:    1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Lanes:        1.00 1.00 2.00          1.36 0.64 1.00          1.00 2.06 0.94          2.00 2.90 0.10
Final Sat.:   1375 1375 2750          1865 885 1375          1375 2834 1291          2750 3982 143
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:       0.06 0.01 0.03          0.02 0.05 0.01          0.02 0.15 0.15          0.15 0.41 0.41
Crit Vol:      80          70          34          558
Crit Moves:    ****          ****          ****          ****
*****

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T2/T3 Optional Lot

```

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #65 SEPULVEDA @ H. HUGHES PARKWAY
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.840
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        90          Level Of Service:          D
*****
Street Name:          Sepulveda Boulevard          H. Hughes Parkway
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|
Control:                Permitted          Permitted          Permitted          Permitted
Rights:                 Ignore          Include          Include          Include
Min. Green:             0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                  0  0  4  0  1          2  0  3  0  0          0  0  0  0  0          3  0  0  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:               0 3157 1112 150 987 0 0 0 0 840 0 145
Growth Adj:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:           0 3157 1112 150 987 0 0 0 0 840 0 145
Added Vol:              0  9  0  0  62  0  0  0  0 211 0  0
PasserByVol:           0  0  0  0  0  0  0  0  0  0  0  0
Initial Fut:           0 3166 1112 150 1049 0 0 0 0 1051 0 145
User Adj:              1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:               1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:            0 3166  0 150 1049 0 0 0 0 1051 0 145
Reduct Vol:            0  0  0  0  0  0  0  0  0  0  0  0
Reduced Vol:           0 3166  0 150 1049 0 0 0 0 1051 0 145
PCE Adj:               1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:               1.00 1.00 0.00 1.10 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00
Final Vol.:            0 3166  0 165 1049 0 0 0 0 1156 0 145
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                 0.00 4.00 1.00 2.00 3.00 0.00 0.00 0.00 0.00 3.00 0.00 1.00
Final Sat.:            0 6000 1500 3000 4500 0 0 0 0 4500 0 1500
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.00 0.53 0.00 0.06 0.23 0.00 0.00 0.00 0.00 0.26 0.00 0.10
Crit Vol:              791 83 0 385
Crit Moves:            ****  ****  ****
*****

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T2/T3 Optional Lot

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #67 IMPERIAL HWY. @ La CIENEGA BLVD.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.587

Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 55 Level Of Service: A

Street Name: La CIENEGA BLVD. IMPERIAL HWY.

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected

Rights: Include Include Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Lanes: 2 0 1 1 1 2 0 1 1 1 2 0 3 0 2 2 0 3 0 2

Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.

Base Vol: 79 307 145 101 202 345 316 211 146 106 951 696

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 79 307 145 101 202 345 316 211 146 106 951 696

Added Vol: 1 0 0 0 0 0 24 0 7 21 0 66 7

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 80 307 145 101 202 369 316 218 167 106 1017 703

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 80 307 145 101 202 369 316 218 167 106 1017 703

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 80 307 145 101 202 369 316 218 167 106 1017 703

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.10 1.00 1.10 1.10 1.00 1.10 1.10 1.00 1.10 1.10 1.00 1.10

Final Vol.: 88 307 160 111 202 406 348 218 184 117 1017 773

Saturation Flow Module:

Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 2.00 1.97 1.03 2.00 1.00 2.00 2.00 3.00 2.00 2.00 3.00 2.00

Final Sat.: 2750 2715 1410 2750 1375 2750 2750 4125 2750 2750 4125 2750

Capacity Analysis Module:

Vol/Sat: 0.03 0.11 0.11 0.04 0.15 0.15 0.13 0.05 0.07 0.04 0.25 0.28

Crit Vol: 44 202 174 387

Crit Moves: **** **** **** ****

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T2/T3 Optional Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #68 IMPERIAL HWY @MAIN STREET
*****
Cycle (sec):      100          Critical Vol./Cap. (X):      1.255
Loss Time (sec):  0 (Y+R = 4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:    180          Level Of Service:      F
*****
Street Name:      MAIN STREET          IMPERIAL HWY
Approach:         North Bound        South Bound        East Bound        West Bound
Movement:        L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:         Split Phase        Split Phase        Permitted         Protected
Rights:          Ignore            Include            Include            Include
Min. Green:      0  0  0            0  0  0            0  0  0            0  0  0
Lanes:           1  1  0  0  1      0  0  0  0  1      1  0  2  0  1      2  0  2  0  1
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:        507  1  604  0  0  5  0  906  225  547 1409  1
Growth Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:     507  1  604  0  0  5  0  906  225  547 1409  1
Added Vol:       0  0  1  0  0  0  0  174  0  0  520  0
PasserByVol:    0  0  0  0  0  0  0  0  0  0  0  0
Initial Fut:     507  1  605  0  0  5  0 1080  225  547 1929  1
User Adj:       1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:         1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:     507  1  0  0  0  5  0 1080  225  547 1929  1
Reduct Vol:     0  0  0  0  0  0  0  0  0  0  0  0
Reduced Vol:    507  1  0  0  0  5  0 1080  225  547 1929  1
PCE Adj:        1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:         1.10 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00
Final Vol.:     558  1  0  0  0  5  0 1080  225  602 1929  1
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:       1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:          1.99 0.01 1.00 0.00 0.00 1.00 1.00 2.00 1.00 2.00 2.00 1.00
Final Sat.:     2845 5 1425 0 0 1425 1425 2850 1425 2850 2850 1425
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:        0.20 0.20 0.00 0.00 0.00 0.00 0.38 0.16 0.21 0.68 0.00
Crit Vol:       279 5 540 965
Crit Moves:     **** **** **** ****
*****

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T2/T3 Optional Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #69 IMPERIAL HWY @ PERSHING DR.
*****
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:          PERSHING DR./HYPERION DWY.          IMPERIAL HWY
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Split Phase          Split Phase          Protected          Permitted
Rights:                Include          Include          Include          Ovl
Min. Green:            0 0 0 0          0 0 0 0          0 0 0 0          0 0 0 0
Lanes:                 0 0 0 1 0          2 0 0 0 1          2 0 1 1 0          1 0 2 0 2
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M
Base Vol:              0 1 4 788 0 92 208 341 1 8 404 1475
Growth Adj:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:           0 1 4 788 0 92 208 341 1 8 404 1475
Added Vol:             0 0 0 174 0 0 0 0 0 0 0 521
PasserByVol:          0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:           0 1 4 962 0 92 208 341 1 8 404 1996
User Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:            0 1 4 962 0 92 208 341 1 8 404 1996
Reduct Vol:           0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:          0 1 4 962 0 92 208 341 1 8 404 1996
PCE Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:               1.00 1.00 1.00 1.10 1.00 1.00 1.10 1.00 1.00 1.00 1.10
Final Vol.:            0 1 4 1058 0 92 229 341 1 8 404 2196
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                 0.00 0.20 0.80 2.00 0.00 1.00 2.00 1.99 0.01 1.00 2.00 2.00
Final Sat.:            0 285 1140 2850 0 1425 2850 2842 8 1425 2850 2850
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.00 0.00 0.00 0.37 0.00 0.06 0.08 0.12 0.12 0.01 0.14 0.77
Crit Vol:              5 529 114 202
Crit Moves:            **** **** **** ****
*****

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T2/T3 Optional Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #71 IMPERIAL HWY @ SEPULVEDA BL.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          1.188
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          SEPULVEDA BL.          IMPERIAL HWY
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:                Protected          Protected          Protected          Protected
Rights:                  Include          Include          Include          Include
Min. Green:              0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                   1  0  3  0  1          2  0  3  1  0          2  0  3  0  1          2  0  3  0  1
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:                111 1911  579  406 2322  11  261 230  69  222 250  463
Growth Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:              111 1911  579  406 2322  11  261 230  69  222 250  463
Added Vol:                18  34  0          1  7  0          1  0  0          0  47  154
PasserByVol:              0  0  0          0  0  0          0  0  0          0  0  0
Initial Fut:              129 1945  579  407 2329  11  262 230  69  222 297  617
User Adj:                 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:                  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:              129 1945  579  407 2329  11  262 230  69  222 297  617
Reduct Vol:               0  0  0          0  0  0          0  0  0          0  0  0
Reduced Vol:              129 1945  579  407 2329  11  262 230  69  222 297  617
PCE Adj:                  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:                  1.00 1.00  1.00  1.10 1.00  1.00  1.10 1.00  1.00  1.10 1.00  1.00
Final Vol.:               129 1945  579  448 2329  11  288 230  69  244 297  617
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:                1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                   1.00 3.00  1.00  2.00 3.98  0.02  2.00 3.00  1.00  2.00 3.00  1.00
Final Sat.:              1375 4125  1375  2750 5474  26  2750 4125  1375  2750 4125  1375
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:                  0.09 0.47  0.42  0.16 0.43  0.43  0.10 0.06  0.05  0.09 0.07  0.45
Crit Vol:                  648          224          144          617
Crit Moves:                ****          ****          ****          ****
*****

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T2/T3 Optional Lot

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-----
Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #73 IMPERIAL HWY @ NASH ST.
*****
Cycle (sec):      100          Critical Vol./Cap. (X):      0.918
Loss Time (sec):  0 (Y+R = 4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:   180          Level Of Service:      E
*****
Street Name:  FWY 105 OFF RAMP/ NASH STREET          IMPERIAL HWY.
Approach:     North Bound          South Bound          East Bound          West Bound
Movement:     L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|-----|-----|-----|
Control:       Split Phase          Split Phase          Permitted          Protected
Rights:        Include          Include          Include          Include
Min. Green:    0 0 0 0          0 0 0 0          0 0 0 0          0 0 0 0
Lanes:         1 0 0 0 2          1 1 0 1 1          0 0 2 1 0          2 0 3 0 0
-----|-----|-----|-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M
Base Vol:      58 0 55 431 1046 578 0 658 113 262 1046 0
Growth Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:    58 0 55 431 1046 578 0 658 113 262 1046 0
Added Vol:     3 0 0 0 0 0 0 0 0 0 0 198 0
PasserByVol:   0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:   61 0 55 431 1046 578 0 658 113 262 1244 0
User Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:    61 0 55 431 1046 578 0 658 113 262 1244 0
Reduce Vol:    0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:   61 0 55 431 1046 578 0 658 113 262 1244 0
PCE Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:       1.00 1.00 1.10 1.10 1.00 1.10 1.00 1.00 1.00 1.10 1.00 1.00
Final Vol.:    61 0 61 474 1046 636 0 658 113 288 1244 0
-----|-----|-----|-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:         1.00 0.00 2.00 1.00 1.82 1.18 0.00 2.56 0.44 2.00 3.00 0.00
Final Sat.:    1425 0 2850 1425 2590 1685 0 3648 627 2850 4275 0
-----|-----|-----|-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:       0.04 0.00 0.02 0.33 0.40 0.38 0.00 0.18 0.18 0.10 0.29 0.00
Crit Vol:      61 576 257 415
Crit Moves:    ****          ****          ****          ****
*****

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T2/T3 Optional Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #74 IMPERIAL HWY. @ 105 RAMP
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          1.038
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          / 105 RAMP          IMPERIAL HWY.
Approach:             North Bound        South Bound        East Bound        West Bound
Movement:             L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|-----|
Control:              Split Phase        Split Phase        Permitted          Protected
Rights:               Ovl               Ovl               Include            Include
Min. Green:           0   0   0         0   0   0         0   0   0         0   0   0
Lanes:                2   0   0   0   2   0   0   0   0   0   0   2   1   1   2   0   2   0   0
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:             1113   0   370   0   0   0   0   301   364   113 1138   0
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:           1113   0   370   0   0   0   0   301   364   113 1138   0
Added Vol:             159   0   0   0   0   0   0   28   44   0   91   0
PasserByVol:           0   0   0   0   0   0   0   0   0   0   0   0
Initial Fut:           1272   0   370   0   0   0   0   329   408   113 1229   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:            1272   0   370   0   0   0   0   329   408   113 1229   0
Reduct Vol:            0   0   0   0   0   0   0   0   0   0   0   0
Reduced Vol:           1272   0   370   0   0   0   0   329   408   113 1229   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.:            1399   0   407   0   0   0   0   329   449   124 1229   0
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                2.00 0.00 2.00 0.00 0.00 0.00 0.00 2.00 2.00 2.00 2.00 0.00
Final Sat.:           2850   0 2850   0   0   0   0 2850 2850 2850 2850   0
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.49 0.00 0.14 0.00 0.00 0.00 0.00 0.12 0.16 0.04 0.43 0.00
Crit Vol:              700          0          165          615
Crit Moves:          ****          ****          ****
*****

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T2/T3 Optional Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #75 IMPERIAL HWY. @ 405 NORTH RAMP
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.650
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        53          Level Of Service:          B
*****
Street Name:          405 NORTH RAMP          IMPERIAL HWY
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Split Phase          Split Phase          Permitted          Permitted
Rights:                Include             Include             Ignore             Ignore
Min. Green:            0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes:                 1 0 1! 0 0 0 0 0 0 0 2 1 1 0 0 2 1 1
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:              636 0 76 0 0 0 0 382 79 0 1542 576
Growth Adj:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:           636 0 76 0 0 0 0 382 79 0 1542 576
Added Vol:              0 0 0 0 0 0 0 0 7 0 0 73 0
PasserByVol:           0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:           636 0 76 0 0 0 0 389 79 0 1615 576
User Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
PHF Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
PHF Volume:            636 0 76 0 0 0 0 389 0 0 1615 0
Reduct Vol:            0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:           636 0 76 0 0 0 0 389 0 0 1615 0
PCE Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
MLF Adj:               1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
Final Vol.:            700 0 76 0 0 0 0 389 0 0 1615 0
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                 1.80 0.00 0.20 0.00 0.00 0.00 0.00 3.00 1.00 0.00 3.00 1.00
Final Sat.:            2571 0 279 0 0 0 0 4275 1425 0 4275 1425
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.27 0.00 0.27 0.00 0.00 0.00 0.00 0.09 0.00 0.00 0.38 0.00
Crit Vol:              388 0 0 0 0 0 0 0 0 0 538
Crit Moves:            **** 0 **** 0 ****
*****

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T2/T3 Optional Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #89 La CIENEGA BLVD. @ LENNOX BLVD
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.665
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        56          Level Of Service:          B
*****
Street Name:          La CIENEGA BLVD.          LENNOX BLVD
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:            L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|
Control:             Permitted          Permit+Prot          Split Phase          Split Phase
Rights:              Include          Include          Include          Include
Min. Green:          0 0 1 1 0          0 0 0 0          0 0 0 0          0 0 0 0
Lanes:              0 0 1 1 0          1 0 2 1 0          0 0 0 0 0          1 1 0 0 1
-----|-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:           0 1077 101 67 433 29 0 0 0 171 0 287
Growth Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:         0 1077 101 67 433 29 0 0 0 171 0 287
Added Vol:           0 7 0 0 4 0 0 0 0 0 0 1
PasserByVol:        0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:         0 1084 101 67 437 29 0 0 0 171 0 288
User Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:         0 1084 101 67 437 29 0 0 0 171 0 288
Reduct Vol:         0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:        0 1084 101 67 437 29 0 0 0 171 0 288
PCE Adj:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00
Final Vol.:         0 1084 101 67 437 29 0 0 0 188 0 288
-----|-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:           1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:              0.00 1.83 0.17 1.00 2.81 0.19 0.00 0.00 0.00 2.00 0.00 1.00
Final Sat.:         0 2607 243 1425 4009 266 0 0 0 2850 0 1425
-----|-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:           0.00 0.42 0.42 0.05 0.11 0.11 0.00 0.00 0.00 0.07 0.00 0.20
Crit Vol:           592 67 0 0 0 0 0 0 0 288
Crit Moves:         **** **** ****
*****

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T2/T3 Optional Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #94 La CIENEGA BLVD. @ 111TH STREET
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.459
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        34          Level Of Service:          A
*****
Street Name:          La CIENEGA BLVD.          / 111TH STREET
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Split Phase          Split Phase
Rights:               Include          Include          Include          Include
Min. Green:           0 0 0          0 0 0          0 0 0          0 0 0
Lanes:                1 0 2 0 0          0 0 2 1 0          2 0 0 0 1          0 0 0 0 0
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:             214 1191          0 0 462 112          45 0 55          0 0 0
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          214 1191          0 0 462 112          45 0 55          0 0 0
Added Vol:            0 7 0          0 4 0          0 0 0          0 0 0
PasserByVol:          0 0 0          0 0 0          0 0 0          0 0 0
Initial Fut:          214 1198          0 0 466 112          45 0 55          0 0 0
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           214 1198          0 0 466 112          45 0 55          0 0 0
Reduct Vol:           0 0 0          0 0 0          0 0 0          0 0 0
Reduced Vol:          214 1198          0 0 466 112          45 0 55          0 0 0
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00
Final Vol.:           214 1198          0 0 466 112          50 0 55          0 0 0
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                1.00 2.00 0.00 0.00 2.42 0.58 2.00 0.00 1.00 0.00 0.00 0.00
Final Sat.:           1425 2850          0 0 3447 828          2850 0 1425          0 0 0
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.15 0.42 0.00          0.00 0.14 0.14 0.02 0.00 0.04 0.00 0.00 0.00
Crit Vol:              599          0          55          0
Crit Moves:           ****          ****          ****
*****

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T2/T3 Optional Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #96 La CIENEGA BLVD. @ 405 S/B RAPM
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          1.034
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          La CIENEGA BLVD.          405 N/B RAPM
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|-----|-----|-----|
Control:                Permitted          Permitted          Split Phase          Split Phase
Rights:                 Ovl          Include          Include          Include
Min. Green:             0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                  0  0  1  1  1          1  0  2  0  0          0  0  0  0  0          1  0  1!  0  0
-----|-----|-----|-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:               0 1926 143 144 419 0 0 0 0 586 0 87
Growth Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:             0 1926 143 144 419 0 0 0 0 586 0 87
Added Vol:               0 1 0 0 4 0 0 0 0 0 0 1
PasserByVol:            0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:            0 1927 143 144 423 0 0 0 0 586 0 88
User Adj:                1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:                 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:              0 1927 143 144 423 0 0 0 0 586 0 88
Reduct Vol:              0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:            0 1927 143 144 423 0 0 0 0 586 0 88
PCE Adj:                 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:                 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00
Final Vol.:              0 1927 157 144 423 0 0 0 0 645 0 88
-----|-----|-----|-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:               1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                  0.00 2.00 1.00 1.00 2.00 0.00 0.00 0.00 0.00 1.76 0.00 0.24
Final Sat.:             0 2850 1425 1425 2850 0 0 0 0 2508 0 342
-----|-----|-----|-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:                0.00 0.68 0.11 0.10 0.15 0.00 0.00 0.00 0.00 0.26 0.00 0.26
Crit Vol:                963          144          0          366
Crit Moves:             ****          ****          ****
*****

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T2/T3 Optional Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #97 La CIENEGA BLVD. @ 405 S/B RAMP
*****
Cycle (sec):      100          Critical Vol./Cap. (X):      0.567
Loss Time (sec):  0 (Y+R = 4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:    53          Level Of Service:      A
*****
Street Name:      La CIENEGA BLVD.          405 S/B RAMP
Approach:         North Bound      South Bound      East Bound      West Bound
Movement:        L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:         Protected      Protected      Split Phase      Split Phase
Rights:          Include      Include      Include      Ovl
Min. Green:      0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Lanes:          0 0 1 1 0      2 0 1 1 0      0 0 0 0 1      0 0 0 0 2
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:        0 962 45 457 538 20 0 0 2 0 0 109
Growth Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:    0 962 45 457 538 20 0 0 2 0 0 109
Added Vol:      0 7 0 36 4 0 0 0 0 0 0 0
PasserByVol:   0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:    0 969 45 493 542 20 0 0 2 0 0 109
User Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:    0 969 45 493 542 20 0 0 2 0 0 109
Reduct Vol:    0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:   0 969 45 493 542 20 0 0 2 0 0 109
PCE Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10
Final Vol.:    0 969 45 542 542 20 0 0 2 0 0 120
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:        0.00 1.91 0.09 2.00 1.93 0.07 0.00 0.00 1.00 0.00 0.00 2.00
Final Sat.:   0 2628 122 2750 2652 98 0 0 1375 0 0 2750
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.00 0.37 0.37 0.20 0.20 0.20 0.00 0.00 0.00 0.00 0.00 0.04
Crit Vol:     507 271 2 0
Crit Moves:   **** **** **** ****
*****

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T2/T3 Optional Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #98 La CIENEGA BLVD. @ 405 S/B RAMP
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.623
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        49          Level Of Service:          B
*****
Street Name:          La CIENEGA BLVD.          405 S/B RAMP
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|-----|-----|-----|
Control:                Permitted          Permitted          Split Phase          Split Phase
Rights:                 Include          Include          Include          Include
Min. Green:             0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                  1  0  2  0  1    1  0  2  1  0    0  0  1!  0  0    2  0  0  0  1
-----|-----|-----|-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:               34 1303 164 75 452 0 5 0 30 203 0 82
Growth Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:            34 1303 164 75 452 0 5 0 30 203 0 82
Added Vol:              0  7  0  0  4  0  0  0  0  20  0  0
PasserByVol:           0  0  0  0  0  0  0  0  0  0  0  0
Initial Fut:           34 1310 164 75 456 0 5 0 30 223 0 82
User Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:                1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:            34 1310 164 75 456 0 5 0 30 223 0 82
Reduct Vol:            0  0  0  0  0  0  0  0  0  0  0  0
Reduced Vol:           34 1310 164 75 456 0 5 0 30 223 0 82
PCE Adj:                1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:                1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00
Final Vol.:            34 1310 164 75 456 0 5 0 30 245 0 82
-----|-----|-----|-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                 1.00 2.00 1.00 1.00 3.00 0.00 0.14 0.00 0.86 2.00 0.00 1.00
Final Sat.:            1425 2850 1425 1425 4275 0 204 0 1221 2850 0 1425
-----|-----|-----|-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.02 0.46 0.12 0.05 0.11 0.00 0.02 0.00 0.02 0.09 0.00 0.06
Crit Vol:              655 75 35 123
Crit Moves:            ****  ****  ****  ****
*****

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T2/T3 Optional Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #101 SEPULVEDA BLVD. @ LA TIJERA BLVD.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.812
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        121          Level Of Service:          D
*****
Street Name:          Sepulveda Boulevard          La Tijera Boulevard
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Prot+Permit          Prot+Permit          Prot+Permit          Prot+Permit
Rights:                Include              Include              Include              Include
Min. Green:            0 0 0              0 0 0              0 0 0              0 0 0
Lanes:                 1 0 3 0 1          1 0 3 0 1          1 0 2 0 1          1 0 1 1 0
-----|-----|-----|-----|
Volume Module:
Base Vol:              48 2008 105        24 1363 45        76 156 80        341 189 33
Growth Adj:            1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
Initial Bse:           48 2008 105        24 1363 45        76 156 80        341 189 33
Added Vol:              0 9 0              0 273 0           0 0 0            1 5 0
PasserByVol:           0 0 0              0 0 0            0 0 0            0 0 0
Initial Fut:           48 2017 105        24 1636 45        76 156 80        342 194 33
User Adj:              1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
PHF Adj:               1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
PHF Volume:            48 2017 105        24 1636 45        76 156 80        342 194 33
Reduct Vol:            0 0 0              0 0 0            0 0 0            0 0 0
Reduced Vol:           48 2017 105        24 1636 45        76 156 80        342 194 33
PCE Adj:               1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
MLF Adj:               1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
Final Vol.:            48 2017 105        24 1636 45        76 156 80        342 194 33
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1375 1375 1375    1375 1375 1375    1375 1375 1375    1375 1375 1375
Adjustment:            1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
Lanes:                 1.00 3.00 1.00    1.00 3.00 1.00    1.00 2.00 1.00    1.00 1.71 0.29
Final Sat.:            1375 4125 1375    1375 4125 1375    1375 2750 1375    1375 2350 400
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.03 0.49 0.08    0.02 0.40 0.03    0.06 0.06 0.06    0.25 0.08 0.08
Crit Vol:              672          24          78          342
Crit Moves:            ****          ****          ****          ****
*****

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T2/T3 Optional Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #108 SEPULVEDA BLVD. @ LINCOLN BLVD.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.904
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          SEPULVEDA BOULEVARD          LINCOLN BOULEVARD
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|-----|-----|-----|
Control:               Protected          Permitted          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                 4  0  2  1  0          0  0  3  1  0          0  0  0  0  4          0  0  1!  0  0
-----|-----|-----|-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              2120 2315  0          0 1486  27          0  0 1180  0  0  0
Growth Adj:            1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:           2120 2315  0          0 1486  27          0  0 1180  0  0  0
Added Vol:              11  373  0          0  0  0          0  0  0  0  0  0
PasserByVol:           0  0  0          0  0  0          0  0  0  0  0  0
Initial Fut:           2131 2688  0          0 1486  27          0  0 1180  0  0  0
User Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:            2131 2688  0          0 1486  27          0  0 1180  0  0  0
Reduct Vol:            0  0  0          0  0  0          0  0  0  0  0  0
Reduced Vol:           2131 2688  0          0 1486  27          0  0 1180  0  0  0
PCE Adj:               1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:               1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.10  1.00 1.00  1.00
Final Vol.:            2344 2688  0          0 1486  27          0  0 1298  0  0  0
-----|-----|-----|-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:            1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                 4.00 3.00  0.00  0.00 3.93  0.07  0.00 0.00  4.00  0.00 1.00  0.00
Final Sat.:            5700 4275  0          0 5598  102          0  0 5700  0 1425  0
-----|-----|-----|-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.41 0.63  0.00  0.00 0.27  0.27  0.00 0.00  0.23  0.00 0.00  0.00
Crit Vol:               586          378          325  0
Crit Moves:            ****          ****          ****
*****

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Study Area Intersection Capacity Analysis

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T2/T3 Optional Lot

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

 Intersection #114 SEPULVEDA BLVD. @ MANCHESTER AVE.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.995
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: E

Street Name:	Sepulveda Boulevard				Manchester Avenue															
Approach:	North Bound		South Bound		East Bound		West Bound													
Movement:	L	T	R	L	T	R	L	T	R	L	T	R								
Control:	Prot+Permit		Prot+Permit		Protected		Prot+Permit													
Rights:	Ovl		Ovl		Ovl		Ovl													
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0								
Lanes:	1	0	3	0	1	1	0	3	0	1	2	0	2	0	1	1	0	1	1	0

Volume Module:

Base Vol:	79	1947	61	106	1103	87	118	268	86	57	677	413
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	79	1947	61	106	1103	87	118	268	86	57	677	413
Added Vol:	0	9	0	0	273	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	79	1956	61	106	1376	87	118	268	86	57	677	413
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	79	1956	61	106	1376	87	118	268	86	57	677	413
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	1956	61	106	1376	87	118	268	86	57	677	413
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
Final Vol.:	79	1956	61	106	1376	87	130	268	86	57	677	413

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	2.00	1.00	1.00	1.24	0.76
Final Sat.:	1375	4125	1375	1375	4125	1375	2750	2750	1375	1375	1708	1042

Capacity Analysis Module:

Vol/Sat:	0.06	0.47	0.04	0.08	0.33	0.06	0.05	0.10	0.06	0.04	0.40	0.40
Crit Vol:		652		106			65			545		
Crit Moves:		****		****			****			****		

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T2/T3 Optional Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #123 WESTCHESTER PARKWAY @ PERSHING DRIVE
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.711
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        64          Level Of Service:          C
*****
Street Name:          Pershing Drive          Westchester Parkway
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:                Permitted          Protected          Permitted          Permitted
Rights:                  Include          Include          Include          Include
Min. Green:              0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                   0  0  2  0  1          1  0  2  0  0          0  0  0  0  0          2  0  0  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:                0 1180  444  70 502  0  0  0  0  291  0  61
Growth Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:              0 1180  444  70 502  0  0  0  0  291  0  61
Added Vol:                0  0  217  0  0  0  0  0  0  223  0  0
PasserByVol:              0  0  0  0  0  0  0  0  0  0  0  0
Initial Fut:              0 1180  661  70 502  0  0  0  0  514  0  61
User Adj:                 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:                  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:                0 1180  661  70 502  0  0  0  0  514  0  61
Reduct Vol:                0  0  0  0  0  0  0  0  0  0  0  0
Reduced Vol:              0 1180  661  70 502  0  0  0  0  514  0  61
PCE Adj:                  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:                  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:                0 1180  661  70 502  0  0  0  0  565  0  61
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:                1425 1425  1425  1425 1425  1425 1425 1425  1425 1425 1425  1425
Adjustment:              1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
Lanes:                    0.00 2.00  1.00  1.00 2.00  0.00 0.00 0.00  0.00 2.00 0.00  1.00
Final Sat.:                0 2850  1425  1425 2850  0  0  0  0  2850  0  1425
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:                  0.00 0.41  0.46  0.05 0.18  0.00 0.00 0.00  0.00 0.20 0.00  0.04
Crit Vol:                  661  70  0  283
Crit Moves:                ****  ****  ****
*****

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Study Area Intersection Capacity Analysis

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T2/T3 Optional Lot

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-----
Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #135 SEPULVEDA BLVD. @ WESTCHESTER PARKWAY
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          1.161
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          Sepulveda Boulevard          Westchester Parkway
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Prot+Permit          Prot+Permit          Prot+Permit          Prot+Permit
Rights:               Include             Include             Include             Include
Min. Green:           0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes:                1 0 3 0 1 1 0 3 0 1 1 0 1 1 0 1 0 1 1 0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             186 2223 25 142 1693 68 15 155 77 190 582 346
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          186 2223 25 142 1693 68 15 155 77 190 582 346
Added Vol:            364 9 0 2 0 273 0 0 0 0 0 5 0
PasserByVol:          0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:          550 2232 25 144 1693 341 15 155 77 190 587 346
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           550 2232 25 144 1693 341 15 155 77 190 587 346
Reduct Vol:           0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:          550 2232 25 144 1693 341 15 155 77 190 587 346
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:           550 2232 25 144 1693 341 15 155 77 190 587 346
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                1.00 3.00 1.00 1.00 3.00 1.00 1.00 1.34 0.66 1.00 1.26 0.74
Final Sat.:           1375 4125 1375 1375 4125 1375 1375 1837 913 1375 1730 1020
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.40 0.54 0.02 0.10 0.41 0.25 0.01 0.08 0.08 0.14 0.34 0.34
Crit Vol:             550 564 15 466
Crit Moves:          ****          ****          ****          ****
*****

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Study Area Intersection Capacity Analysis

Future 2019 w/ Proj-AM Peak

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T2/T3 Optional Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #136 SEPULVEDA @ 76th/77th STREET
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          1.048
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          Sepulveda Boulevard          76th/77th Street
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|
Control:                Permitted          Permitted          Permitted          Permitted
Rights:                  Include          Include          Include          Include
Min. Green:              0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                   1  0  3  0  1          1  0  3  0  1          2  0  1  0  1          1  0  1  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:                70 2145          11  38 1375          220  778  80  82  43 119  388
Growth Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00
Initial Bse:              70 2145          11  38 1375          220  778  80  82  43 119  388
Added Vol:                0  9  0          0  273  0          0  0  0  0  0  0
PasserByVol:              0  0  0          0  0  0          0  0  0  0  0  0
Initial Fut:              70 2154          11  38 1648          220  778  80  82  43 119  388
User Adj:                 1.00 1.00  1.00  1.00 1.00  1.00 1.00  1.00 1.00 1.00  1.00
PHF Adj:                  1.00 1.00  1.00  1.00 1.00  1.00 1.00  1.00 1.00 1.00  1.00
PHF Volume:              70 2154          11  38 1648          220  778  80  82  43 119  388
Reduct Vol:                0  0  0          0  0  0          0  0  0  0  0  0
Reduced Vol:              70 2154          11  38 1648          220  778  80  82  43 119  388
PCE Adj:                  1.00 1.00  1.00  1.00 1.00  1.00 1.00  1.00 1.00 1.00  1.00
MLF Adj:                  1.00 1.00  1.00  1.00 1.00  1.10 1.00  1.00 1.00 1.00  1.00
Final Vol.:              70 2154          11  38 1648          220  856  80  82  43 119  388
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:                1500 1500  1500  1500 1500  1500 1500  1500 1500 1500  1500
Adjustment:              1.00 1.00  1.00  1.00 1.00  1.00 1.00  1.00 1.00 1.00  1.00
Lanes:                   1.00 3.00  1.00  1.00 3.00  1.00  2.00 1.00  1.00 1.00  1.00
Final Sat.:              1500 4500  1500  1500 4500  1500  3000 1500  1500 1500  1500
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:                 0.05 0.48  0.01  0.03 0.37  0.15  0.29 0.05  0.05 0.03 0.08  0.26
Crit Vol:                  718          38          428          388
Crit Moves:                ****          ****          ****          ****
*****

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Study Area Intersection Capacity Analysis

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T2/T3 Optional Lot

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

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

Cycle (sec): 100 Critical Vol./Cap. (X): 0.905

Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 151 Level Of Service: E

Street Name: Sepulveda Boulevard 79th/80th Street

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

-----|-----|-----|-----|-----|

Control: Permitted Permitted Permitted Permitted

Rights: Include Include Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Lanes: 1 0 2 1 0 1 0 3 0 1 1 0 1 0 1 0

-----|-----|-----|-----|-----|

Volume Module:

Base Vol: 148 2346 30 36 1284 199 178 98 155 48 218 130

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 148 2346 30 36 1284 199 178 98 155 48 218 130

Added Vol: 0 9 0 0 273 0 0 0 0 0 0 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 148 2355 30 36 1557 199 178 98 155 48 218 130

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 148 2355 30 36 1557 199 178 98 155 48 218 130

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 148 2355 30 36 1557 199 178 98 155 48 218 130

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Final Vol.: 148 2355 30 36 1557 199 178 98 155 48 218 130

-----|-----|-----|-----|-----|

Saturation Flow Module:

Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 1.00 2.96 0.04 1.00 3.00 1.00 1.00 1.00 1.00 1.00 0.63 0.37

Final Sat.: 1500 4443 57 1500 4500 1500 1500 1500 1500 1500 940 560

-----|-----|-----|-----|-----|

Capacity Analysis Module:

Vol/Sat: 0.10 0.53 0.53 0.02 0.35 0.13 0.12 0.07 0.10 0.03 0.23 0.23

Crit Vol: 795 36 178 348

Crit Moves: **** **** **** ****

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Study Area Intersection Capacity Analysis

Future 2019 w/ Proj-AM Peak

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T2/T3 Optional Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #138 SEPULVEDA BLVD. @ 83rd STREET
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.759
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        60          Level Of Service:          C
*****
Street Name:          Sepulveda Boulevard          83rd Street
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                1  0  2  1  0      1  0  2  1  0      0  0  1!  0  0      1  0  0  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             42 2207   19   30 1323   37   75  69   45   25 130   159
Growth Adj:           1.00 1.00   1.00  1.00 1.00   1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:           42 2207   19   30 1323   37   75  69   45   25 130   159
Added Vol:             0   9    0    0  273    0    0   0   0    0   0   0
PasserByVol:          0   0    0    0   0    0    0   0   0    0   0   0
Initial Fut:           42 2216   19   30 1596   37   75  69   45   25 130   159
User Adj:              1.00 1.00   1.00  1.00 1.00   1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:              1.00 1.00   1.00  1.00 1.00   1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:           42 2216   19   30 1596   37   75  69   45   25 130   159
Reduct Vol:            0   0    0    0   0    0    0   0   0    0   0   0
Reduced Vol:           42 2216   19   30 1596   37   75  69   45   25 130   159
PCE Adj:              1.00 1.00   1.00  1.00 1.00   1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:              1.00 1.00   1.00  1.00 1.00   1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:           42 2216   19   30 1596   37   75  69   45   25 130   159
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500   1500  1500 1500   1500 1500 1500  1500 1500 1500
Adjustment:           1.00 1.00   1.00  1.00 1.00   1.00 1.00 1.00  1.00 1.00 1.00
Lanes:                1.00 2.97   0.03  1.00 2.93  0.07  0.40 0.36  0.24 1.00 0.45  0.55
Final Sat.:           1500 4462   38  1500 4398  102  595  548  357 1500  675  825
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.03 0.50   0.50  0.02 0.36  0.36  0.13 0.13  0.13  0.02 0.19  0.19
Crit Vol:              745          30          75          289
Crit Moves:           ****          ****          ****          ****
*****

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Study Area Intersection Capacity Analysis

Future 2019 w/ Proj-AM Peak

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T2/T3 Optional Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #1000 La CIENEGA BLVD. @ 104 TH STREET
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.474
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        35          Level Of Service:          A
*****
Street Name:          La CIENEGA BLVD.          104 TH STREET
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|
Control:              Prot+Permit          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0 0 0          0 0 0          0 0 0          0 0 0
Lanes:                1 0 1 1 0          1 0 2 1 0          1 0 1 0 1          0 0 1! 0 0
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:             397 1012 12 13 481 88 20 0 81 6 0 14
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          397 1012 12 13 481 88 20 0 81 6 0 14
Added Vol:            0 7 0 0 4 0 0 0 0 0 0 0
PasserByVol:         0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:          397 1019 12 13 485 88 20 0 81 6 0 14
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           397 1019 12 13 485 88 20 0 81 6 0 14
Reduct Vol:           0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:          397 1019 12 13 485 88 20 0 81 6 0 14
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:           397 1019 12 13 485 88 20 0 81 6 0 14
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                1.00 1.98 0.02 1.00 2.54 0.46 1.00 1.00 1.00 0.30 0.00 0.70
Final Sat.:           1425 2817 33 1425 3618 657 1425 1425 1425 428 0 998
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.28 0.36 0.36 0.01 0.13 0.13 0.01 0.00 0.06 0.01 0.00 0.01
Crit Vol:              397 191 81 6
Crit Moves:          ****          ****          ****          ****
*****

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Study Area Intersection Capacity Analysis

Future 2019 w/ Proj-PM Peak

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T2/T3 Optional Lot

Scenario Report

Scenario: Future 2019 w/ Proj-PM Peak

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

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #14 AVIATION BLVD. @ CENTURY BLVD.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          1.039
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          AVIATION BLVD.          CENTURY BLVD.
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|
Control:              Protected          Protected          Protected          Protected
Rights:               Include          Include          Include          Include
Min. Green:           0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                2  0  1  1  0          2  0  2  0  1          1  0  3  1  0          1  0  3  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             496  576  135  114  536  153  155  2135  496  110  1317  159
Growth Adj:           1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Initial Bse:           496  576  135  114  536  153  155  2135  496  110  1317  159
Added Vol:             71   5   0   14  12   0   0  256  43   0   2   4
PasserByVol:           0   0   0   0   0   0   0   0   0   0   0   0
Initial Fut:           567  581  135  128  548  153  155  2391  539  110  1319  163
User Adj:              1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Adj:               1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Volume:           567  581  135  128  548  153  155  2391  539  110  1319  163
Reduct Vol:            0   0   0   0   0   0   0   0   0   0   0   0
Reduced Vol:           567  581  135  128  548  153  155  2391  539  110  1319  163
PCE Adj:               1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
MLF Adj:               1.10  1.00  1.00  1.10  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Final Vol.:           624  581  135  141  548  153  155  2391  539  110  1319  163
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375  1375  1375  1375  1375  1375  1375  1375  1375  1375  1375  1375
Adjustment:           1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Lanes:                2.00  1.62  0.38  2.00  2.00  1.00  1.00  3.26  0.74  1.00  3.56  0.44
Final Sat.:           2750  2231  519  2750  2750  1375  1375  4488  1012  1375  4895  605
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.23  0.26  0.26  0.05  0.20  0.11  0.11  0.53  0.53  0.08  0.27  0.27
Crit Vol:              312          274          732          110
Crit Moves:          ****          ****          ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #16 IMPERIAL HWY. @ AVIATION BL.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.831
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        135          Level Of Service:          D
*****
Street Name:          AVIATION BL.          IMPERIAL HWY.
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Protected          Protected          Protected          Protected
Rights:                Ovl          Ovl          Include          Ovl
Min. Green:            0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                 2  0  2  0  1          2  0  1  1  1          2  0  2  1  0          2  0  3  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              149  395  256  404  630  135  245  1312  287  177  458  434
Growth Adj:            1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Initial Bse:           149  395  256  404  630  135  245  1312  287  177  458  434
Added Vol:              2   0   0   52   1   2   5  173   20   0   5   71
PasserByVol:           0   0   0   0   0   0   0   0   0   0   0   0
Initial Fut:           151  395  256  456  631  137  250  1485  307  177  463  505
User Adj:              1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Adj:               1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Volume:            151  395  256  456  631  137  250  1485  307  177  463  505
Reduct Vol:            0   0   0   0   0   0   0   0   0   0   0   0
Reduced Vol:           151  395  256  456  631  137  250  1485  307  177  463  505
PCE Adj:               1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
MLF Adj:               1.10  1.00  1.00  1.10  1.00  1.10  1.10  1.00  1.00  1.10  1.00  1.00
Final Vol.:            166  395  256  502  631  151  275  1485  307  195  463  505
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1375  1375  1375  1375  1375  1375  1375  1375  1375  1375  1375  1375
Adjustment:            1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Lanes:                 2.00  2.00  1.00  2.00  2.00  1.00  2.00  2.49  0.51  2.00  3.00  1.00
Final Sat.:            2750  2750  1375  2750  2750  1375  2750  3418  707  2750  4125  1375
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.06  0.14  0.19  0.18  0.23  0.11  0.10  0.43  0.43  0.07  0.11  0.37
Crit Vol:              198          251          597          97
Crit Moves:            ****          ****          ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #19 AVIATION BLVD. @ 111TH
*****
Cycle (sec):      100          Critical Vol./Cap. (X):      0.603
Loss Time (sec):  0 (Y+R = 4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:    57          Level Of Service:      B
*****
Street Name:      AVIATION BLVD.          111TH STREET
Approach:         North Bound          South Bound          East Bound          West Bound
Movement:        L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:         Protected          Protected          Protected          Protected
Rights:          Ovl          Include          Include          Ovl
Min. Green:      0  0  0          0  0  0          0  0  0          0  0  0
Lanes:          1  0  1  1  0          1  0  1  1  0          1  0  0  1  0          1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:        14 1066   35   39 1212   72   66  89   26   30  45   67
Growth Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    14 1066   35   39 1212   72   66  89   26   30  45   67
Added Vol:       0  76    0    0  55    0    0  0    0    0  0    0
PasserByVol:    0  0    0    0  0    0    0  0    0    0  0    0
Initial Fut:    14 1142   35   39 1267   72   66  89   26   30  45   67
User Adj:       1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:        1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     14 1142   35   39 1267   72   66  89   26   30  45   67
Reduct Vol:     0  0    0    0  0    0    0  0    0    0  0    0
Reduced Vol:    14 1142   35   39 1267   72   66  89   26   30  45   67
PCE Adj:        1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:        1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:     14 1142   35   39 1267   72   66  89   26   30  45   67
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:       1375 1375  1375  1375 1375  1375 1375 1375  1375 1375 1375  1375
Adjustment:     1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
Lanes:         1.00 1.94  0.06  1.00 1.89  0.11  1.00 0.77  0.23  1.00 1.00  1.00
Final Sat.:    1375 2668   82  1375 2602  148  1375 1064  311  1375 1375  1375
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:        0.01 0.43  0.43  0.03 0.49  0.49  0.05 0.08  0.08  0.02 0.03  0.05
Crit Vol:       14          670          115          30
Crit Moves:     ****          ****          ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #36 La CIENEGA BLVD. @ CENTURY BLVD
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          1.069
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          La CIENEGA BLVD.          CENTURY BLVD.
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Prot+Permit          Prot+Permit          Prot+Permit          Prot+Permit
Rights:                Ovl                Ovl                Ovl                Ovl
Min. Green:            0  0  0            0  0  0            0  0  0            0  0  0
Lanes:                 1  0  2  0  2      1  0  2  0  2      1  0  3  0  1      1  0  3  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              135  312  596  637  780  369  119 1348  512  96  861  230
Growth Adj:            1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:           135  312  596  637  780  369  119 1348  512  96  861  230
Added Vol:              0  0  0            0  1  0            0 142 128  0  6  0
PasserByVol:           0  0  0            0  0  0            0  0  0  0  0  0
Initial Fut:           135  312  596  637  781  369  119 1490  640  96  867  230
User Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:            135  312  596  637  781  369  119 1490  640  96  867  230
Reduct Vol:            0  0  0            0  0  0            0  0  0  0  0  0
Reduced Vol:           135  312  596  637  781  369  119 1490  640  96  867  230
PCE Adj:               1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:               1.00 1.00  1.10  1.00 1.00  1.10  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:            135  312  656  637  781  406  119 1490  640  96  867  230
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:            1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                 1.00 2.00  2.00  1.00 2.00  2.00  1.00 3.00  1.00  1.00 3.16  0.84
Final Sat.:            1375 2750  2750  1375 2750  2750  1375 4125  1375  1375 4347  1153
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.10 0.11  0.24  0.46 0.28  0.15  0.09 0.36  0.47  0.07 0.20  0.20
Crit Vol:              328  637          640  0
Crit Moves:            ****  ****          ****  ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #38 CENTURY BLVD. @ SEPULVEDA BLVD.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.845
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        93          Level Of Service:          D
*****
Street Name:          SEPULVEDA BLVD.          CENTURY BLVD.
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:                Permitted          Permitted          Permitted          Permitted
Rights:                 Ignore             Include             Include             Include
Min. Green:             0 0 0             0 0 0             0 0 0             0 0 0
Lanes:                  0 0 4 0 1         0 0 4 0 1         0 0 0 0 0         1 1 0 0 2
-----|-----|-----|-----|
Volume Module:
Base Vol:               0 3754            0 2943            54 0 0            0 509 96 250
Growth Adj:             1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Initial Bse:            0 3754            0 2943            54 0 0            0 509 96 250
Added Vol:              0 0 0             0 481 0           0 0 0             0 2 0 0
PasserByVol:           0 0 0             0 0 0             0 0 0             0 0 0
Initial Fut:            0 3754            0 3424            54 0 0            0 511 96 250
User Adj:               1.00 1.00 0.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Adj:                1.00 1.00 0.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Volume:             0 3754            0 3424            54 0 0            0 511 96 250
Reduct Vol:             0 0 0             0 0 0             0 0 0             0 0 0
Reduced Vol:           0 3754            0 3424            54 0 0            0 511 96 250
PCE Adj:                1.00 1.00 0.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
MLF Adj:                1.00 1.00 0.00   1.00 1.00 1.00   1.00 1.00 1.00   1.10 1.00 1.10
Final Vol.:             0 3754            0 3424            54 0 0            0 562 96 275
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1500 1500 1500   1500 1500 1500   1500 1500 1500   1500 1500 1500
Adjustment:            1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Lanes:                 0.00 4.00 1.00   0.00 4.00 1.00   0.00 0.00 0.00   1.71 0.29 2.00
Final Sat.:            0 6000 1500   0 6000 1500     0 0 0             0 2562 438 3000
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.00 0.63 0.00   0.00 0.57 0.04   0.00 0.00 0.00   0.22 0.22 0.09
Crit Vol:               939             0                 0                 329
Crit Moves:            ****             ****             ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #39 CENTURY BLVD. @ 405 N/B RAMP
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.742
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        56          Level Of Service:          C
*****
Street Name:          405 NORTH OFF RAMP          CENTURY BLVD
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|
Control:                Permitted          Permitted          Permitted          Permitted
Rights:                  Include          Include          Include          Include
Min. Green:              0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                   2  0  0  0  1          0  0  0  0  1          1  0  2  1  1          0  0  2  1  0
-----|-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 4 Aug 2004 << Employee PM
Base Vol:                708  0  368          0  0  42          26 1914  602          0  968  15
Growth Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:              708  0  368          0  0  42          26 1914  602          0  968  15
Added Vol:                4  0  0          0  0  0          0  118  23          0  2  0
PasserByVol:              0  0  0          0  0  0          0  0  0          0  0  0
Initial Fut:              712  0  368          0  0  42          26 2032  625          0  970  15
User Adj:                 1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:                  1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Volume:               712  0  368          0  0  42          26 2032  625          0  970  15
Reduct Vol:                0  0  0          0  0  0          0  0  0          0  0  0
Reduced Vol:              712  0  368          0  0  42          26 2032  625          0  970  15
PCE Adj:                  1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
MLF Adj:                  1.10 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.10          1.00 1.00 1.00
Final Vol.:               783  0  368          0  0  42          26 2032  688          0  970  15
-----|-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:                1500 1500 1500          1500 1500 1500          1500 1500 1500          1500 1500 1500
Adjustment:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Lanes:                    2.00 0.00 1.00          0.00 0.00 1.00          1.00 2.99 1.01          0.00 2.95 0.05
Final Sat.:               3000  0 1500          0  0 1500          1500 4483 1517          0 4431  69
-----|-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:                  0.26 0.00 0.25          0.00 0.00 0.03          0.02 0.45 0.45          0.00 0.22 0.22
Crit Vol:                  392          42          680          0
Crit Moves:              ****          ****          ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #47 IMPERIAL HWY. @ DOUGLAS ST.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.783
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        105          Level Of Service:          C
*****
Street Name:          DOUGLAS STREET          IMPERIAL HWY.
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Split Phase          Split Phase          Protected          Protected
Rights:               Include          Include          Include          Include
Min. Green:           0 0 0          0 0 0          0 0 0          0 0 0
Lanes:                1 0 1 0 2          1 0 1! 0 1          1 0 2 1 0          2 0 2 1 0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             165 25 417          59 34 15          22 1638 160 131 607 37
Growth Adj:           1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          165 25 417          59 34 15          22 1638 160 131 607 37
Added Vol:            0 0 0          0 0 0          0 198 3 0 9 0
PasserByVol:         0 0 0          0 0 0          0 0 0 0 0 0 0
Initial Fut:          165 25 417          59 34 15          22 1836 163 131 616 37
User Adj:             1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           165 25 417          59 34 15          22 1836 163 131 616 37
Reduct Vol:           0 0 0          0 0 0          0 0 0 0 0 0 0
Reduced Vol:          165 25 417          59 34 15          22 1836 163 131 616 37
PCE Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.10          1.10 1.00 1.10          1.00 1.00 1.00 1.10 1.00 1.00
Final Vol.:           165 25 459          65 34 17          22 1836 163 144 616 37
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375 1375          1375 1375 1375          1375 1375 1375 1375 1375 1375
Adjustment:           1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                1.00 1.00 2.00          1.69 0.31 1.00          1.00 2.76 0.24 2.00 2.83 0.17
Final Sat.:           1375 1375 2750          2320 430 1375          1375 3789 336 2750 3891 234
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.12 0.02 0.17          0.03 0.08 0.01          0.02 0.48 0.48 0.05 0.16 0.16
Crit Vol:             229          109          666          72
Crit Moves:           ****          ****          ****          ****
*****

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T2/T3 Optional Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #65 SEPULVEDA @ H. HUGHES PARKWAY
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.770
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        63          Level Of Service:          C
*****
Street Name:          Sepulveda Boulevard          H. Hughes Parkway
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|-----|
Control:                Permitted          Permitted          Permitted          Permitted
Rights:                 Ignore          Include          Include          Include
Min. Green:             0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                  0  0  4  0  1          2  0  3  0  0          0  0  0  0  0          3  0  0  0  1
-----|-----|-----|-----|-----|-----|
Volume Module:
Base Vol:               0 1527  710  616 2699  0  0  0  0  676  0  111
Growth Adj:            1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:           0 1527  710  616 2699  0  0  0  0  676  0  111
Added Vol:              0  62  217  0  5  0  0  0  0  17  0  0
PasserByVol:           0  0  0  0  0  0  0  0  0  0  0  0
Initial Fut:           0 1589  927  616 2704  0  0  0  0  693  0  111
User Adj:               1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:                1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:             0 1589  0  616 2704  0  0  0  0  693  0  111
Reduct Vol:             0  0  0  0  0  0  0  0  0  0  0  0
Reduced Vol:           0 1589  0  616 2704  0  0  0  0  693  0  111
PCE Adj:                1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:                1.00 1.00  0.00  1.10 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:             0 1589  0  678 2704  0  0  0  0  762  0  111
-----|-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1500 1500  1500  1500 1500  1500 1500 1500  1500 1500 1500  1500
Adjustment:            1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
Lanes:                 0.00 4.00  1.00  2.00 3.00  0.00 0.00 0.00  0.00 3.00 0.00  1.00
Final Sat.:            0 6000  1500  3000 4500  0  0  0  0  4500  0  1500
-----|-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.00 0.26  0.00  0.23 0.60  0.00 0.00 0.00  0.00 0.17 0.00  0.07
Crit Vol:              0          901          0          254
Crit Moves:           ****          ****          ****
*****

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-----
Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #67 IMPERIAL HWY. @ La CIENEGA BLVD.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.828
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        132          Level Of Service:          D
*****
Street Name:          La CIENEGA BLVD.          IMPERIAL HWY.
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Protected          Protected          Protected          Protected
Rights:               Include          Include          Include          Include
Min. Green:           0 0 0          0 0 0          0 0 0          0 0 0
Lanes:                2 0 1 1 1          2 0 1 1 1          2 0 3 0 2          2 0 3 0 2
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             68 216 738          421 412 260          243 1375 157          45 393 179
Growth Adj:           1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:          68 216 738          421 412 260          243 1375 157          45 393 179
Added Vol:            0 0 0          0 0 0          0 52 22          0 25 0
PasserByVol:         0 0 0          0 0 0          0 0 0          0 0 0
Initial Fut:          68 216 738          421 412 281          243 1427 179          45 418 179
User Adj:             1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Volume:           68 216 738          421 412 281          243 1427 179          45 418 179
Reduct Vol:           0 0 0          0 0 0          0 0 0          0 0 0
Reduced Vol:          68 216 738          421 412 281          243 1427 179          45 418 179
PCE Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
MLF Adj:              1.10 1.00 1.10          1.10 1.00 1.10          1.10 1.00 1.10          1.10 1.00 1.10
Final Vol.:           75 216 812          463 412 309          267 1427 197          50 418 197
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375 1375          1375 1375 1375          1375 1375 1375          1375 1375 1375
Adjustment:           1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Lanes:                2.00 1.00 2.00          2.00 1.71 1.29          2.00 3.00 2.00          2.00 3.00 2.00
Final Sat.:           2750 1375 2750          2750 2357 1768          2750 4125 2750          2750 4125 2750
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.03 0.16 0.30          0.17 0.17 0.17          0.10 0.35 0.07          0.02 0.10 0.07
Crit Vol:             406 232          476          25
Crit Moves:           **** ****          ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #68 IMPERIAL HWY @MAIN STREET
*****
Cycle (sec):      100          Critical Vol./Cap. (X):      0.912
Loss Time (sec):  0 (Y+R = 4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:    180          Level Of Service:      E
*****
Street Name:      MAIN STREET          IMPERIAL HWY
Approach:         North Bound        South Bound        East Bound        West Bound
Movement:        L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|
Control:         Split Phase        Split Phase        Permitted         Protected
Rights:          Ignore            Include            Include           Include
Min. Green:      0  0  0            0  0  0            0  0  0            0  0  0
Lanes:           1  1  0  0  1      0  0  1! 0  0      1  0  2  0  1      2  0  2  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:        244  0  478      5  1  1  1      0 1132  419  623  793  2
Growth Adj:     1.00 1.00 1.00    1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:    244  0  478      5  1  1  1      0 1132  419  623  793  2
Added Vol:      0  0  0            0  0  0            0  499  1  0  234  0
PasserByVol:    0  0  0            0  0  0            0  0  0  0  0  0  0
Initial Fut:    244  0  478      5  1  1  1      0 1631  420  623  1027  2
User Adj:       1.00 1.00 0.00    1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:        1.00 1.00 0.00    1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:     244  0  0            5  1  1  1      0 1631  420  623  1027  2
Reduct Vol:     0  0  0            0  0  0            0  0  0  0  0  0
Reduced Vol:    244  0  0            5  1  1  1      0 1631  420  623  1027  2
PCE Adj:        1.00 1.00 0.00    1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:        1.10 1.00 0.00    1.00 1.00 1.00  1.00 1.00 1.00 1.10 1.00 1.00
Final Vol.:     268  0  0            5  1  1  1      0 1631  420  685  1027  2
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:       1425 1425 1425  1425 1425 1425  1425 1425 1425 1425 1425 1425
Adjustment:     1.00 1.00 1.00    1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00
Lanes:         2.00 0.00 1.00    0.72 0.14 0.14  1.00 2.00 1.00 2.00 2.00 1.00
Final Sat.:    2850  0 1425  1018 204 204  1425 2850 1425 2850 2850 1425
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:        0.09 0.00 0.00    0.00 0.00 0.00  0.00 0.57 0.29 0.24 0.36 0.00
Crit Vol:       134          7          816          343
Crit Moves:     ****          ****          ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #69 IMPERIAL HWY @ PERSHING DR.
*****
Cycle (sec):      100          Critical Vol./Cap. (X):      0.796
Loss Time (sec):  0 (Y+R = 4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:    91          Level Of Service:      C
*****
Street Name:      PERSHING DR./HYPERION DWY.          IMPERIAL HWY
Approach:         North Bound          South Bound          East Bound          West Bound
Movement:        L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:         Split Phase          Split Phase          Protected          Permitted
Rights:          Include          Include          Include          Ovl
Min. Green:      0 0 0 0          0 0 0 0          0 0 0 0          0 0 0 0
Lanes:          0 0 0 1 0          2 0 0 0 1          2 0 2 0 0          1 0 2 0 2
-----|-----|-----|-----|
Volume Module:
Base Vol:        0 4 7 970 0 219 163 459 0 1 451 607
Growth Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:    0 4 7 970 0 219 163 459 0 1 451 607
Added Vol:      0 0 0 500 0 0 0 0 0 0 0 235
PasserByVol:   0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:    0 4 7 1470 0 219 163 459 0 1 451 842
User Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:    0 4 7 1470 0 219 163 459 0 1 451 842
Reduct Vol:    0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:   0 4 7 1470 0 219 163 459 0 1 451 842
PCE Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00 1.10 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.10
Final Vol.:    0 4 7 1617 0 219 179 459 0 1 451 926
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:        0.00 0.36 0.64 2.00 0.00 1.00 2.00 2.00 0.00 1.00 2.00 2.00
Final Sat.:   0 518 907 2850 0 1425 2850 2850 0 1425 2850 2850
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.00 0.01 0.01 0.57 0.00 0.15 0.06 0.16 0.00 0.00 0.16 0.32
Crit Vol:      11 809 90 226
Crit Moves:    **** **** **** ****
*****

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T2/T3 Optional Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #71 IMPERIAL HWY @ SEPULVEDA BL.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):      1.547
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          SEPULVEDA BL.          IMPERIAL HWY
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Protected          Protected          Protected          Protected
Rights:                Include          Include          Include          Include
Min. Green:            0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                 1  0  3  0  1      2  0  3  1  0      2  0  3  0  1      2  0  3  0  1
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee P.M.
Base Vol:              153 1921 1076 730 2560 17 249 391 183 169 361 418
Growth Adj:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:           153 1921 1076 730 2560 17 249 391 183 169 361 418
Added Vol:              4  0  0          161  50  0          11  43  0          1  8  0
PasserByVol:           0  0  0          0  0  0          0  0  0          0  0  0
Initial Fut:           157 1921 1076 891 2610 17 260 434 183 170 369 418
User Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:            157 1921 1076 891 2610 17 260 434 183 170 369 418
Reduct Vol:            0  0  0          0  0  0          0  0  0          0  0  0
Reduced Vol:           157 1921 1076 891 2610 17 260 434 183 170 369 418
PCE Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:               1.00 1.00 1.00 1.10 1.00 1.00 1.10 1.00 1.00 1.10 1.00 1.00
Final Vol.:            157 1921 1076 980 2610 17 286 434 183 187 369 418
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                 1.00 3.00 1.00 2.00 3.97 0.03 2.00 3.00 1.00 2.00 3.00 1.00
Final Sat.:            1375 4125 1375 2750 5464 36 2750 4125 1375 2750 4125 1375
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.11 0.47 0.78 0.36 0.48 0.48 0.10 0.11 0.13 0.07 0.09 0.30
Crit Vol:              1076 490          143          418
Crit Moves:            ****  ****          ****          ****
*****

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T2/T3 Optional Lot

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-----
Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #73 IMPERIAL HWY @ NASH ST.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.528
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        39          Level Of Service:          A
*****
Street Name:  FWY 105 OFF RAMP/ NASH STREET          IMPERIAL HWY.
Approach:     North Bound          South Bound          East Bound          West Bound
Movement:     L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:      Split Phase          Split Phase          Permitted          Protected
Rights:       Include          Include          Include          Include
Min. Green:   0 0 0          0 0 0          0 0 0          0 0 0
Lanes:        1 0 0 0 2          1 1 0 1 1          0 0 2 1 0          2 0 3 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:     135 0 270 106 191 195 0 1060 61 38 826 0
Growth Adj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:  135 0 270 106 191 195 0 1060 61 38 826 0
Added Vol:    0 0 0 0 0 0 0 201 3 0 9 0
PasserByVol:  0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:  135 0 270 106 191 195 0 1261 64 38 835 0
User Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:   135 0 270 106 191 195 0 1261 64 38 835 0
Reduct Vol:   0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:  135 0 270 106 191 195 0 1261 64 38 835 0
PCE Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.10 1.10 1.00 1.10 1.00 1.00 1.00 1.10 1.00 1.00
Final Vol.:   135 0 297 117 191 215 0 1261 64 42 835 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:     1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:        1.00 0.00 2.00 1.00 1.35 1.65 0.00 2.86 0.14 2.00 3.00 0.00
Final Sat.:   1425 0 2850 1425 1927 2348 0 4069 206 2850 4275 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.09 0.00 0.10 0.08 0.10 0.09 0.00 0.31 0.31 0.01 0.20 0.00
Crit Vol:     149 141 442 21
Crit Moves:   **** **** **** ****
*****

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T2/T3 Optional Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #74 IMPERIAL HWY. @ 105 RAMP
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.718
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        66          Level Of Service:          C
*****
Street Name:          / 105 RAMP          IMPERIAL HWY.
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Split Phase          Split Phase          Permitted          Protected
Rights:                Ovl          Ovl          Include          Include
Min. Green:            0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                 2  0  0  0  2          0  0  0  0  0          0  0  2  1  1          2  0  2  0  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              544  0  216          0  0  0          0 1690  520  149  667  0
Growth Adj:            1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:           544  0  216          0  0  0          0 1690  520  149  667  0
Added Vol:              30  0  0          0  0  0          0  74  151  0  46  0
PasserByVol:           0  0  0          0  0  0          0  0  0  0  0  0  0
Initial Fut:           574  0  216          0  0  0          0 1764  671  149  713  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:            574  0  216          0  0  0          0 1764  671  149  713  0
Reduct Vol:            0  0  0          0  0  0          0  0  0  0  0  0  0
Reduced Vol:           574  0  216          0  0  0          0 1764  671  149  713  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.:            631  0  238          0  0  0          0 1764  738  164  713  0
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425 1425 1425          1425 1425 1425          1425 1425 1425 1425 1425 1425
Adjustment:            1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                 2.00 0.00 2.00          0.00 0.00 0.00          0.00 2.82 1.18 2.00 2.00 0.00
Final Sat.:            2850  0 2850          0  0  0          0 4019  1681  2850 2850  0
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.22 0.00 0.08          0.00 0.00 0.00          0.00 0.44 0.44 0.06 0.25 0.00
Crit Vol:              316          0          626          82
Crit Moves:           ****          ****          ****
*****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #75 IMPERIAL HWY. @ 405 NORTH RAMP

Cycle (sec): 100 Critical Vol./Cap. (X): 0.895
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 178 Level Of Service: D

Street Name:	405 NORTH RAMP				IMPERIAL HWY										
Approach:	North Bound		South Bound		East Bound		West Bound								
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Split Phase		Split Phase		Permitted		Permitted								
Rights:	Include		Include		Ignore		Ignore								
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	0	1	0	0	0	0	2	1	1	0	0	2	1	1

Volume Module:

Base Vol:	179	0	309	0	0	0	0	2849	302	0	467	254
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	179	0	309	0	0	0	0	2849	302	0	467	254
Added Vol:	0	0	0	0	0	0	0	52	0	0	25	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	179	0	309	0	0	0	0	2901	302	0	492	254
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	179	0	309	0	0	0	0	2901	0	0	492	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	179	0	309	0	0	0	0	2901	0	0	492	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Vol.:	197	0	309	0	0	0	0	2901	0	0	492	0

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	1425	0	1425	0	0	0	0	4275	1425	0	4275	1425

Capacity Analysis Module:

Vol/Sat:	0.14	0.00	0.22	0.00	0.00	0.00	0.00	0.68	0.00	0.00	0.12	0.00
Crit Vol:			309			0		967			0	
Crit Moves:			****					****			****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #89 La CIENEGA BLVD. @ LENNOX BLVD
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.638
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        51          Level Of Service:          B
*****
Street Name:          La CIENEGA BLVD.          LENNOX BLVD
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permit+Prot          Split Phase          Split Phase
Rights:               Include             Include             Include             Include
Min. Green:           0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                0  0  1  1  0          1  0  2  1  0          0  0  0  0  0          1  1  0  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             0  590  384  337  768  5  0  0  0  76  0  84
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          0  590  384  337  768  5  0  0  0  76  0  84
Added Vol:            0  0  0  1  7  0  0  0  0  0  0  0
PasserByVol:          0  0  0  0  0  0  0  0  0  0  0  0
Initial Fut:          0  590  384  338  775  5  0  0  0  76  0  84
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           0  590  384  338  775  5  0  0  0  76  0  84
Reduct Vol:           0  0  0  0  0  0  0  0  0  0  0  0
Reduced Vol:          0  590  384  338  775  5  0  0  0  76  0  84
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00
Final Vol.:           0  590  384  338  775  5  0  0  0  84  0  84
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                0.00 1.21 0.79 1.00 2.98 0.02 0.00 0.00 0.00 2.00 0.00 1.00
Final Sat.:           0 1726 1124 1425 4248 27 0 0 0 2850 0 1425
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.34 0.34 0.24 0.18 0.18 0.00 0.00 0.00 0.03 0.00 0.06
Crit Vol:              487 338 0 84
Crit Moves:           ****  ****  ****
*****

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T2/T3 Optional Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #94 La CIENEGA BLVD. @ 111TH STREET
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.394
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        31          Level Of Service:          A
*****
Street Name:          La CIENEGA BLVD.          / 111TH STREET
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Split Phase          Split Phase
Rights:               Include            Include            Include            Include
Min. Green:           0 0 0            0 0 0            0 0 0            0 0 0
Lanes:                1 0 2 0 0        0 0 2 1 0        2 0 0 0 1        0 0 0 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:             57 830            0 0 903 72 122 0 146 0 0 0
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          57 830            0 0 903 72 122 0 146 0 0 0
Added Vol:            0 0 0            0 0 7 0 0 0 0 0 0 0 0
PasserByVol:         0 0 0            0 0 0 0 0 0 0 0 0 0 0
Initial Fut:          57 830            0 0 910 72 122 0 146 0 0 0
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           57 830            0 0 910 72 122 0 146 0 0 0
Reduct Vol:           0 0 0            0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:          57 830            0 0 910 72 122 0 146 0 0 0
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00
Final Vol.:           57 830            0 0 910 72 134 0 146 0 0 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                1.00 2.00 0.00 0.00 2.78 0.22 2.00 0.00 1.00 0.00 0.00 0.00
Final Sat.:           1425 2850 0 0 3962 313 2850 0 1425 0 0 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.04 0.29 0.00 0.00 0.23 0.23 0.05 0.00 0.10 0.00 0.00 0.00
Crit Vol:              415 0 0 0 0 0 146 0
Crit Moves:           **** 0 **** 0 ****
*****

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T2/T3 Optional Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #96 La CIENEGA BLVD. @ 405 S/B RAPM
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.874
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        148          Level Of Service:          D
*****
Street Name:          La CIENEGA BLVD.          405 N/B RAPM
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|
Control:                Permitted          Permitted          Split Phase          Split Phase
Rights:                 Ovl          Include          Include          Include
Min. Green:             0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                  0  0  1  1  1          1  0  2  0  0          0  0  0  0  0          1  0  1!  0  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:               0  658  68  211  838  0  0  0  0  926  0  392
Growth Adj:            1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:           0  658  68  211  838  0  0  0  0  926  0  392
Added Vol:             0  0  0  0  1  0  0  0  0  0  0  1
PasserByVol:          0  0  0  0  0  0  0  0  0  0  0  0
Initial Fut:          0  658  68  211  839  0  0  0  0  926  0  393
User Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:            0  658  68  211  839  0  0  0  0  926  0  393
Reduct Vol:            0  0  0  0  0  0  0  0  0  0  0  0
Reduced Vol:           0  658  68  211  839  0  0  0  0  926  0  393
PCE Adj:               1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:               1.00 1.00  1.10  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:            0  658  75  211  839  0  0  0  0  1019  0  393
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425 1425  1425  1425 1425  1425 1425  1425  1425  1425 1425  1425
Adjustment:            1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                 0.00 2.00  1.00  1.00 2.00  0.00  0.00 0.00  0.00  1.44 xxxx  0.56
Final Sat.:            0  2850  1425  1425 2850  0  0  0  0  2057  0  793
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.00 0.23  0.05  0.15 0.29  0.00  0.00 0.00  0.00  0.50 0.00  0.50
Crit Vol:              329          211          0          706
Crit Moves:            ****          ****          ****
*****

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T2/T3 Optional Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #97 La CIENEGA BLVD. @ 405 S/B RAMP
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.470
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        43          Level Of Service:          A
*****
Street Name:          La CIENEGA BLVD.          405 S/B RAMP
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Protected          Protected          Split Phase          Split Phase
Rights:               Include          Include          Include          Ovl
Min. Green:           0 0 0          0 0 0          0 0 0          0 0 0
Lanes:                0 0 1 1 0          2 0 1 1 0          0 0 0 0 1          0 0 0 0 2
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             0 692 41 382 912 1 0 0 2 0 0 446
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          0 692 41 382 912 1 0 0 2 0 0 446
Added Vol:            0 0 0 122 7 0 0 0 0 0 0 0
PasserByVol:         0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:          0 692 41 504 919 1 0 0 2 0 0 446
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           0 692 41 504 919 1 0 0 2 0 0 446
Reduct Vol:           0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:          0 692 41 504 919 1 0 0 2 0 0 446
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10
Final Vol.:           0 692 41 554 919 1 0 0 2 0 0 491
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                0.00 1.89 0.11 2.00 1.99 0.01 0.00 0.00 1.00 0.00 0.00 2.00
Final Sat.:           0 2596 154 2750 2747 3 0 0 1375 0 0 2750
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.27 0.27 0.20 0.33 0.33 0.00 0.00 0.00 0.00 0.00 0.18
Crit Vol:              367          277          2          0
Crit Moves:           ****          ****          ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #98 La CIENEGA BLVD. @ 405 S/B RAMP
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.395
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        31          Level Of Service:          A
*****
Street Name:          La CIENEGA BLVD.          405 S/B RAMP
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Permitted          Permitted          Split Phase          Split Phase
Rights:                Include          Include          Include          Include
Min. Green:            0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                 1  0  2  0  1      1  0  2  1  0      0  0  0  0  1      2  0  0  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              28  657  32  71  956  4  0  0  12  245  0  245
Growth Adj:            1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00
Initial Bse:           28  657  32  71  956  4  0  0  12  245  0  245
Added Vol:              0  0  0  6  1  0  0  0  0  20  0  0
PasserByVol:           0  0  0  0  0  0  0  0  0  0  0  0
Initial Fut:           28  657  32  77  957  4  0  0  12  265  0  245
User Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00
PHF Volume:            28  657  32  77  957  4  0  0  12  265  0  245
Reduct Vol:            0  0  0  0  0  0  0  0  0  0  0  0
Reduced Vol:           28  657  32  77  957  4  0  0  12  265  0  245
PCE Adj:               1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00
MLF Adj:               1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00 1.10 1.00  1.00
Final Vol.:            28  657  32  77  957  4  0  0  12  292  0  245
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425 1425  1425  1425 1425  1425 1425 1425  1425 1425 1425  1425
Adjustment:            1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00
Lanes:                 1.00 2.00  1.00  1.00 2.99  0.01  0.00 0.00  1.00 2.00 0.00  1.00
Final Sat.:            1425 2850  1425  1425 4257  18  0  0  1425 2850  0  1425
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.02 0.23  0.02  0.05 0.22  0.22  0.00 0.00  0.01 0.10 0.00  0.17
Crit Vol:              329          77          12  146
Crit Moves:           ****          ****          ****  ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #101 SEPULVEDA BLVD. @ LA TIJERA BLVD.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.955
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          Sepulveda Boulevard          La Tijera Boulevard
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Prot+Permit          Prot+Permit          Prot+Permit          Prot+Permit
Rights:               Include             Include             Include             Include
Min. Green:           0 0 0             0 0 0             0 0 0             0 0 0
Lanes:                1 0 3 0 1         1 0 3 0 1         1 0 2 0 1         1 0 1 1 0
-----|-----|-----|-----|
Volume Module:
Base Vol:             133 1356 241     125 1857 153     142 384 106     353 287 73
Growth Adj:           1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Initial Bse:          133 1356 241     125 1857 153     142 384 106     353 287 73
Added Vol:            0 242 0           0 22 0           36 10 95         0 0 0
PasserByVol:         0 0 0             0 0 0             0 0 0             0 0 0
Initial Fut:          133 1598 241     125 1879 153     178 394 201     353 287 73
User Adj:             1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Volume:           133 1598 241     125 1879 153     178 394 201     353 287 73
Reduct Vol:           0 0 0             0 0 0             0 0 0             0 0 0
Reduced Vol:          133 1598 241     125 1879 153     178 394 201     353 287 73
PCE Adj:              1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Final Vol.:           133 1598 241     125 1879 153     178 394 201     353 287 73
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375 1375   1375 1375 1375   1375 1375 1375   1375 1375 1375
Adjustment:           1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Lanes:                1.00 3.00 1.00   1.00 3.00 1.00   1.00 2.00 1.00   1.00 1.59 0.41
Final Sat.:           1375 4125 1375   1375 4125 1375   1375 2750 1375   1375 2192 558
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.10 0.39 0.18   0.09 0.46 0.11   0.13 0.14 0.15   0.26 0.13 0.13
Crit Vol:              133             626             201 353
Crit Moves:          ****             ****             **** ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #108 SEPULVEDA BLVD. @ LINCOLN BLVD.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          1.183
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          SEPULVEDA BOULEVARD          LINCOLN BOULEVARD
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|-----|-----|-----|
Control:               Protected          Permitted          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0 0 0          0 0 0          0 0 0          0 0 0
Lanes:                 4 0 2 1 0      0 0 3 1 0      0 0 0 0 4      0 0 1! 0 0
-----|-----|-----|-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              1653 2136          0 0 2246 45          0 0 1952          0 0 0
Growth Adj:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:           1653 2136          0 0 2246 45          0 0 1952          0 0 0
Added Vol:              0 0 0          0 0 452 0          0 0 29          0 0 0
PasserByVol:           0 0 0          0 0 0 0          0 0 0          0 0 0
Initial Fut:           1653 2136          0 0 2698 45          0 0 1981          0 0 0
User Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:            1653 2136          0 0 2698 45          0 0 1981          0 0 0
Reduct Vol:            0 0 0          0 0 0 0          0 0 0          0 0 0
Reduced Vol:           1653 2136          0 0 2698 45          0 0 1981          0 0 0
PCE Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:               1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00 1.00
Final Vol.:            1818 2136          0 0 2698 45          0 0 2179          0 0 0
-----|-----|-----|-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                 4.00 3.00 0.00 0.00 3.93 0.07 0.00 0.00 4.00 0.00 1.00 0.00
Final Sat.:            5700 4275          0 0 5606 94          0 0 5700          0 1425 0
-----|-----|-----|-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.32 0.50 0.00 0.00 0.48 0.48 0.00 0.00 0.38 0.00 0.00 0.00
Crit Vol:              455          686          545          0
Crit Moves:           ****          ****          ****
*****

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Study Area Intersection Capacity Analysis

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T2/T3 Optional Lot

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #114 SEPULVEDA BLVD. @ MANCHESTER AVE.

Cycle (sec): 100 Critical Vol./Cap. (X): 1.081

Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 180 Level Of Service: F

Street Name: Sepulveda Boulevard Manchester Avenue

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

-----|-----|-----|-----|

Control: Prot+Permit Prot+Permit Protected Prot+Permit

Rights: Ovl Ovl Ovl Ovl

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Lanes: 1 0 3 0 1 1 0 3 0 1 2 0 2 0 1 1 0 1 1 0

-----|-----|-----|-----|

Volume Module:

Base Vol: 182 1438 127 373 1922 296 237 846 140 118 562 219

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 182 1438 127 373 1922 296 237 846 140 118 562 219

Added Vol: 0 279 0 0 0 22 0 0 0 0 0 0 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 182 1717 127 373 1944 296 237 846 140 118 562 219

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 182 1717 127 373 1944 296 237 846 140 118 562 219

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 182 1717 127 373 1944 296 237 846 140 118 562 219

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00

Final Vol.: 182 1717 127 373 1944 296 261 846 140 118 562 219

-----|-----|-----|-----|

Saturation Flow Module:

Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 1.00 3.00 1.00 1.00 3.00 1.00 2.00 2.00 1.00 1.00 1.44 0.56

Final Sat.: 1375 4125 1375 1375 4125 1375 2750 2750 1375 1375 1979 771

-----|-----|-----|-----|

Capacity Analysis Module:

Vol/Sat: 0.13 0.42 0.09 0.27 0.47 0.22 0.09 0.31 0.10 0.09 0.28 0.28

Crit Vol: 572 373 423 118

Crit Moves: **** **** **** ****

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Study Area Intersection Capacity Analysis

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T2/T3 Optional Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #123 WESTCHESTER PARKWAY @ PERSHING DRIVE
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.637
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        51          Level Of Service:          B
*****
Street Name:          Pershing Drive          Westchester Parkway
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:                Permitted          Protected          Permitted          Permitted
Rights:                  Include          Include          Include          Include
Min. Green:              0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                   0  0  2  0  1          1  0  2  0  0          0  0  0  0  0          2  0  0  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:                0  617  339          81  684          0          0  0  0          204  0  118
Growth Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:              0  617  339          81  684          0          0  0  0          204  0  118
Added Vol:                0  0  244          0  0  0          0  0  0          240  0  0
PasserByVol:              0  0  0          0  0  0          0  0  0          0  0  0
Initial Fut:              0  617  583          81  684          0          0  0  0          444  0  118
User Adj:                 1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:                  1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:                0  617  583          81  684          0          0  0  0          444  0  118
Reduct Vol:                0  0  0          0  0  0          0  0  0          0  0  0
Reduced Vol:              0  617  583          81  684          0          0  0  0          444  0  118
PCE Adj:                  1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:                  1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.10 1.00  1.00
Final Vol.:                0  617  583          81  684          0          0  0  0          488  0  118
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:                1425 1425  1425          1425 1425  1425          1425 1425  1425          1425 1425  1425
Adjustment:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                    0.00 2.00  1.00          1.00 2.00  0.00          0.00 0.00  0.00          2.00 0.00  1.00
Final Sat.:                0 2850  1425          1425 2850          0          0  0  0          2850  0  1425
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:                  0.00 0.22          0.41 0.06 0.24  0.00          0.00 0.00  0.00          0.17 0.00  0.08
Crit Vol:                  583          81          0          244
Crit Moves:                ****          ****          ****
*****

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Study Area Intersection Capacity Analysis

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T2/T3 Optional Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #135 SEPULVEDA BLVD. @ WESTCHESTER PARKWAY
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          1.237
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          Sepulveda Boulevard          Westchester Parkway
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Prot+Permit          Prot+Permit          Prot+Permit          Prot+Permit
Rights:                Include              Include              Include              Include
Min. Green:            0 0 0              0 0 0              0 0 0              0 0 0
Lanes:                 1 0 3 0 1          1 0 3 0 1          1 0 1 1 0          1 0 1 1 0
-----|-----|-----|-----|
Volume Module:
Base Vol:              207 1717          80 231 2132          71 68 296 109 286 310 224
Growth Adj:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:           207 1717          80 231 2132          71 68 296 109 286 310 224
Added Vol:              0 0 0              0 95 22 236 0 357 0 0 7
PasserByVol:           0 0 0              0 0 0 0 0 0 0 0 0 0 0
Initial Fut:           207 1717          80 231 2227          93 304 296 466 286 310 231
User Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:            207 1717          80 231 2227          93 304 296 466 286 310 231
Reduct Vol:            0 0 0              0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:           207 1717          80 231 2227          93 304 296 466 286 310 231
PCE Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:            207 1717          80 231 2227          93 304 296 466 286 310 231
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                 1.00 3.00 1.00 1.00 3.00 1.00 1.00 1.00 1.00 1.00 1.15 0.85
Final Sat.:            1375 4125 1375 1375 4125 1375 1375 1375 1375 1375 1576 1174
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.15 0.42 0.06 0.17 0.54 0.07 0.22 0.22 0.34 0.21 0.20 0.20
Crit Vol:              207 742 466 286
Crit Moves:           ****          ****          ****          ****
*****

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Study Area Intersection Capacity Analysis

Future 2019 w/ Proj-PM Peak

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T2/T3 Optional Lot

```

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #136 SEPULVEDA @ 76th/77th STREET
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.654
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        42          Level Of Service:          B
*****
Street Name:          Sepulveda Boulevard          76th/77th Street
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include            Include            Include            Include
Min. Green:           0  0  0            0  0  0            0  0  0            0  0  0
Lanes:                1  0  3  0  1      1  0  3  0  1      2  0  1  0  1      1  0  1  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             70 1768          41 135 1498          353 204 41 58          25 51 38
Growth Adj:           1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:           70 1768          41 135 1498          353 204 41 58          25 51 38
Added Vol:             0  279           0  0  22           0  0  0           0  0  0
PasserByVol:          0  0           0  0  0           0  0  0           0  0  0
Initial Fut:           70 2047          41 135 1520          353 204 41 58          25 51 38
User Adj:             1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:              1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Volume:           70 2047          41 135 1520          353 204 41 58          25 51 38
Reduct Vol:           0  0           0  0  0           0  0  0           0  0  0
Reduced Vol:           70 2047          41 135 1520          353 204 41 58          25 51 38
PCE Adj:              1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
MLF Adj:              1.00 1.00          1.00 1.00 1.00          1.10 1.00 1.00          1.00 1.00 1.00
Final Vol.:           70 2047          41 135 1520          353 224 41 58          25 51 38
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500          1500 1500 1500          1500 1500 1500          1500 1500 1500
Adjustment:           1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Lanes:                1.00 3.00          1.00 1.00 3.00          1.00 2.00 1.00          1.00 1.00 1.00
Final Sat.:           1500 4500          1500 1500 4500          1500 3000 1500          1500 1500 1500
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.05 0.45          0.03 0.09 0.34          0.24 0.07 0.03          0.04 0.02 0.03          0.03
Crit Vol:              682           135           112           51
Crit Moves:           ****           ****           ****           ****
*****

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Study Area Intersection Capacity Analysis

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T2/T3 Optional Lot

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

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

Cycle (sec): 100 Critical Vol./Cap. (X): 0.671

Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 44 Level Of Service: B

Street Name: Sepulveda Boulevard 79th/80th Street

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted

Rights: Include Include Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Lanes: 1 0 2 1 0 1 0 3 0 1 1 0 1 0 1 0

Volume Module:

Base Vol: 93 1965 37 38 1542 201 123 64 91 31 52 33

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 93 1965 37 38 1542 201 123 64 91 31 52 33

Added Vol: 0 279 0 0 22 0 0 0 0 0 0 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 93 2244 37 38 1564 201 123 64 91 31 52 33

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 93 2244 37 38 1564 201 123 64 91 31 52 33

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 93 2244 37 38 1564 201 123 64 91 31 52 33

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Final Vol.: 93 2244 37 38 1564 201 123 64 91 31 52 33

Saturation Flow Module:

Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 1.00 2.95 0.05 1.00 3.00 1.00 1.00 1.00 1.00 1.00 0.61 0.39

Final Sat.: 1500 4427 73 1500 4500 1500 1500 1500 1500 1500 918 582

Capacity Analysis Module:

Vol/Sat: 0.06 0.51 0.51 0.03 0.35 0.13 0.08 0.04 0.06 0.02 0.06 0.06

Crit Vol: 760 38 123 85

Crit Moves: **** **** **** ****

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Study Area Intersection Capacity Analysis

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T2/T3 Optional Lot

```

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #138 SEPULVEDA BLVD. @ 83rd STREET
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.621
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        38          Level Of Service:          B
*****
Street Name:          Sepulveda Boulevard          83rd Street
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                1  0  2  1  0      1  0  2  1  0      0  0  1!  0  0      1  0  0  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             57 1955      18  45 1588      57  51  46  30      9  32  28
Growth Adj:           1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
Initial Bse:          57 1955      18  45 1588      57  51  46  30      9  32  28
Added Vol:            0  279      0  0  22  0      0  0  0  0      0  0  0  0
PasserByVol:          0  0  0      0  0  0  0      0  0  0  0      0  0  0  0
Initial Fut:          57 2234      18  45 1610      57  51  46  30      9  32  28
User Adj:             1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Volume:           57 2234      18  45 1610      57  51  46  30      9  32  28
Reduct Vol:           0  0  0      0  0  0  0      0  0  0  0      0  0  0  0
Reduced Vol:          57 2234      18  45 1610      57  51  46  30      9  32  28
PCE Adj:              1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
Final Vol.:           57 2234      18  45 1610      57  51  46  30      9  32  28
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500  1500 1500  1500 1500  1500  1500 1500  1500
Adjustment:           1.00 1.00  1.00  1.00 1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                1.00 2.98  0.02  1.00 2.90  0.10  0.40 0.36  0.24  1.00 0.53  0.47
Final Sat.:           1500 4464      36 1500 4346      154  602 543  354  1500  800  700
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.04 0.50  0.50  0.03 0.37  0.37  0.08 0.08  0.08  0.01 0.04  0.04
Crit Vol:              751          45          127          9
Crit Moves:           ****          ****          ****          ****
*****

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Study Area Intersection Capacity Analysis

Future 2019 w/ Proj-PM Peak

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T2/T3 Optional Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #1000 La CIENEGA BLVD. @ 104 TH STREET
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.508
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        38          Level Of Service:          A
*****
Street Name:          La CIENEGA BLVD.          104 TH STREET
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|
Control:              Prot+Permit          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0 0 0          0 0 0          0 0 0          0 0 0
Lanes:                1 0 1 1 0          1 0 2 1 0          1 0 1 0 1          0 0 1! 0 0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             129 615 13 50 837 57 96 4 288 7 1 12
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          129 615 13 50 837 57 96 4 288 7 1 12
Added Vol:            0 0 0 0 0 7 0 0 0 0 0 0
PasserByVol:         0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:          129 615 13 50 844 57 96 4 288 7 1 12
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           129 615 13 50 844 57 96 4 288 7 1 12
Reduct Vol:           0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:          129 615 13 50 844 57 96 4 288 7 1 12
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:           129 615 13 50 844 57 96 4 288 7 1 12
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                1.00 1.96 0.04 1.00 2.81 0.19 1.00 1.00 1.00 0.35 0.05 0.60
Final Sat.:           1425 2791 59 1425 4005 270 1425 1425 1425 499 71 855
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.09 0.22 0.22 0.04 0.21 0.21 0.07 0.00 0.20 0.01 0.01 0.01
Crit Vol:             129          300          288          7
Crit Moves:          ****          ****          ****          ****
*****

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Study Area Intersection Capacity Analysis

Adjusted Baseline 2016 plus Proj AM Thu Jan 5, 2017 15:10:19

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T2/T3 Optional Lot

Scenario Report

Scenario: Adjusted Baseline 2016 plus Proj AM Proj-AM Peak
Command: Employee AM
Volume: Employee AM
Geometry: Existing geometry
Impact Fee: Default Impact Fee
Trip Generation: AM Peak
Trip Distribution: Trip_am_pm
Paths: Default Paths
Routes: Default Routes
Configuration: Default Configuration

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Study Area Intersection Capacity Analysis

Adjusted Baseline 2016 plus Proj AM Thu Jan 5, 2017 15:10:19

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T2/T3 Optional Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #14 AVIATION BLVD. @ CENTURY BLVD.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.670
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        69          Level Of Service:          B
*****
Street Name:          AVIATION BLVD.          CENTURY BLVD.
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|-----|-----|-----|
Control:               Protected          Protected          Protected          Protected
Rights:                Include          Include          Include          Include
Min. Green:            0 0 0          0 0 0          0 0 0          0 0 0
Lanes:                 2 0 1 1 0        2 0 2 0 1        1 0 3 1 0        1 0 3 1 0
-----|-----|-----|-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:              548 568 63 55 332 173 123 939 231 57 1199 86
Growth Adj:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:           548 568 63 55 332 173 123 939 231 57 1199 86
Added Vol:              0 0 0 0 0 0 2 80 38 0 0 0
PasserByVol:           0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:           548 568 63 55 332 173 125 1019 269 57 1199 86
User Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:            548 568 63 55 332 173 125 1019 269 57 1199 86
Reduct Vol:            0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:           548 568 63 55 332 173 125 1019 269 57 1199 86
PCE Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:               1.10 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:            603 568 63 61 332 173 125 1019 269 57 1199 86
-----|-----|-----|-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                 2.00 1.80 0.20 2.00 2.00 1.00 1.00 3.16 0.84 1.00 3.73 0.27
Final Sat.:            2750 2475 275 2750 2750 1375 1375 4351 1149 1375 5132 368
-----|-----|-----|-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.22 0.23 0.23 0.02 0.12 0.13 0.09 0.23 0.23 0.04 0.23 0.23
Crit Vol:              301 173 125 321
Crit Moves:           **** **** **** ****
*****

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Study Area Intersection Capacity Analysis

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T2/T3 Optional Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #16 IMPERIAL HWY. @ AVIATION BL.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.782
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        105          Level Of Service:          C
*****
Street Name:          AVIATION BL.          IMPERIAL HWY.
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Protected          Protected          Protected          Protected
Rights:                Ovl          Ovl          Include          Ovl
Min. Green:            0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                 2  0  2  0  1          2  0  1  1  1          2  0  2  1  0          2  0  3  0  1
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:              282  539  105  219  284  202  128  233  62  237  1012  736
Growth Adj:            1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Initial Bse:           282  539  105  219  284  202  128  233  62  237  1012  736
Added Vol:              0  0  0          35  3  0          0  0  0          0  0  0
PasserByVol:           0  0  0          0  0  0          0  0  0          0  0  0
Initial Fut:           282  539  105  254  287  202  128  233  62  237  1012  736
User Adj:              1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Adj:               1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Volume:            282  539  105  254  287  202  128  233  62  237  1012  736
Reduct Vol:            0  0  0          0  0  0          0  0  0          0  0  0
Reduced Vol:           282  539  105  254  287  202  128  233  62  237  1012  736
PCE Adj:               1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
MLF Adj:               1.10  1.00  1.00  1.10  1.00  1.10  1.10  1.00  1.00  1.10  1.00  1.00
Final Vol.:            310  539  105  279  287  222  141  233  62  261  1012  736
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1375  1375  1375  1375  1375  1375  1375  1375  1375  1375  1375  1375
Adjustment:            1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Lanes:                 2.00  2.00  1.00  2.00  1.69  1.31  2.00  2.37  0.63  2.00  3.00  1.00
Final Sat.:            2750  2750  1375  2750  2325  1800  2750  3258  867  2750  4125  1375
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.11  0.20  0.08  0.10  0.12  0.12  0.05  0.07  0.07  0.09  0.25  0.54
Crit Vol:              270          0          70          736
Crit Moves:            ****          ****          ****          ****
*****

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T2/T3 Optional Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #19 AVIATION BLVD. @ 111TH
*****
Cycle (sec):      100          Critical Vol./Cap. (X):      0.610
Loss Time (sec):  0 (Y+R = 4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:    58          Level Of Service:          B
*****
Street Name:      AVIATION BLVD.          111TH STREET
Approach:         North Bound          South Bound          East Bound          West Bound
Movement:        L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|-----|
Control:         Protected          Protected          Protected          Protected
Rights:          Ovl          Include          Include          Ovl
Min. Green:      0  0  0          0  0  0          0  0  0          0  0  0
Lanes:          1  0  1  1  0          1  0  1  1  0          1  0  0  1  0          1  0  1  1  0
-----|-----|-----|-----|-----|-----|
Volume Module:  >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:       31 1410  22  30 658  57  40 31  29  26 53  56
Growth Adj:    1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
Initial Bse:   31 1410  22  30 658  57  40 31  29  26 53  56
Added Vol:     0  0  0  0  0 38  0  0  0  0  0  0
PasserByVol:   0  0  0  0  0  0  0  0  0  0  0  0
Initial Fut:   31 1410  22  30 696  57  40 31  29  26 53  56
User Adj:     1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Adj:       1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Volume:    31 1410  22  30 696  57  40 31  29  26 53  56
Reduct Vol:    0  0  0  0  0  0  0  0  0  0  0  0
Reduced Vol:   31 1410  22  30 696  57  40 31  29  26 53  56
PCE Adj:       1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
MLF Adj:       1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
Final Vol.:    31 1410  22  30 696  57  40 31  29  26 53  56
-----|-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1375 1375  1375  1375 1375  1375 1375 1375  1375 1375 1375  1375
Adjustment:    1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
Lanes:         1.00 1.97  0.03  1.00 1.85  0.15 1.00 0.52  0.48 1.00 1.00  1.00
Final Sat.:    1375 2708  42  1375 2542  208 1375 710  665 1375 1375  1375
-----|-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:       0.02 0.52  0.52  0.02 0.27  0.27 0.03 0.04  0.04 0.02 0.04  0.04
Crit Vol:      716          30          40          53
Crit Moves:    ****          ****          ****          ****
*****

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Study Area Intersection Capacity Analysis

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T2/T3 Optional Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #36 La CIENEGA BLVD. @ CENTURY BLVD
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.888
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        180          Level Of Service:          D
*****
Street Name:          La CIENEGA BLVD.          CENTURY BLVD.
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Prot+Permit          Prot+Permit          Prot+Permit          Prot+Permit
Rights:                 Ovl          Ovl          Ovl          Ovl
Min. Green:            0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                 1  0  2  0  2          1  0  2  0  2          1  0  3  0  1          1  0  3  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              212  577  172  176  335  456  85  501  302  311  1673  846
Growth Adj:            1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:           212  577  172  176  335  456  85  501  302  311  1673  846
Added Vol:              0  0  0          0  0  0          2  40  38          0  0  0
PasserByVol:           0  0  0          0  0  0          0  0  0          0  0  0
Initial Fut:           212  577  172  176  335  456  87  541  340  311  1673  846
User Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:            212  577  172  176  335  456  87  541  340  311  1673  846
Reduct Vol:            0  0  0          0  0  0          0  0  0          0  0  0
Reduced Vol:           212  577  172  176  335  456  87  541  340  311  1673  846
PCE Adj:               1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:               1.00 1.00  1.10  1.00 1.00  1.10  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:            212  577  189  176  335  502  87  541  340  311  1673  846
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:            1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                 1.00 2.00  2.00  1.00 2.00  2.00  1.00 3.00  1.00  1.00 3.00  1.00
Final Sat.:            1375 2750  2750  1375 2750  2750  1375 4125  1375  1375 4125  1375
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.15 0.21  0.07  0.13 0.12  0.18  0.06 0.13  0.25  0.23 0.41  0.62
Crit Vol:              289          0          87          846
Crit Moves:            ****          ****          ****          ****
*****

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Study Area Intersection Capacity Analysis

T2/T3 Optional Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #38 CENTURY BLVD. @ SEPULVEDA BLVD.
*****
Cycle (sec):      100          Critical Vol./Cap. (X):      0.911
Loss Time (sec):  0 (Y+R = 4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:   162          Level Of Service:      E
*****
Street Name:      SEPULVEDA BLVD.          CENTURY BLVD.
Approach:         North Bound          South Bound          East Bound          West Bound
Movement:        L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:         Permitted          Permitted          Permitted          Permitted
Rights:          Ignore          Include          Include          Include
Min. Green:      0 0 0          0 0 0          0 0 0          0 0 0
Lanes:          0 0 4 0 1      0 0 4 0 1      0 0 0 0 0      1 1 0 0 2
-----|-----|-----|-----|
Volume Module:
Base Vol:        0 4381 0          0 1603 34          0 0 0          387 66 327
Growth Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:    0 4381 0          0 1603 34          0 0 0          387 66 327
Added Vol:      0 0 0          0 0 0          0 0 0          36 12 10
PasserByVol:   0 0 0          0 0 0          0 0 0          0 0 0
Initial Fut:    0 4381 0          0 1603 34          0 0 0          423 78 337
User Adj:      1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:       1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:    0 4381 0          0 1603 34          0 0 0          423 78 337
Reduct Vol:    0 0 0          0 0 0          0 0 0          0 0 0
Reduced Vol:   0 4381 0          0 1603 34          0 0 0          423 78 337
PCE Adj:       1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:       1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.10
Final Vol.:    0 4381 0          0 1603 34          0 0 0          465 78 371
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:        0.00 4.00 1.00 0.00 4.00 1.00 0.00 0.00 0.00 1.71 0.29 2.00
Final Sat.:   0 6000 1500          0 6000 1500          0 0 0          2569 431 3000
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.00 0.73 0.00          0.00 0.27 0.02          0.00 0.00 0.00          0.18 0.18 0.12
Crit Vol:     1095          0          0          272
Crit Moves:   ****          ****          ****
*****

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Study Area Intersection Capacity Analysis

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T2/T3 Optional Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #39 CENTURY BLVD. @ 405 N/B RAMP
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.924
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          405 NORTH OFF RAMP          CENTURY BLVD
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:                Permitted          Permitted          Permitted          Permitted
Rights:                  Include          Include          Include          Include
Min. Green:              0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                   2  0  0  0  1          0  0  0  0  1          1  0  2  1  1          0  0  2  1  0
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:   1211  0  370          0  0  25          4  578  188          0  2065  7
Growth Adj: 1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse: 1211  0  370          0  0  25          4  578  188          0  2065  7
Added Vol:   0  0  0          0  0  0          0  5  35          0  0  0
PasserByVol: 0  0  0          0  0  0          0  0  0          0  0  0
Initial Fut: 1211  0  370          0  0  25          4  583  223          0  2065  7
User Adj:   1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Volume: 1211  0  370          0  0  25          4  583  223          0  2065  7
Reduct Vol:   0  0  0          0  0  0          0  0  0          0  0  0
Reduced Vol: 1211  0  370          0  0  25          4  583  223          0  2065  7
PCE Adj:     1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
MLF Adj:     1.10 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.10          1.00 1.00 1.00
Final Vol.: 1332  0  370          0  0  25          4  583  245          0  2065  7
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:   1500 1500 1500          1500 1500 1500          1500 1500 1500          1500 1500 1500
Adjustment: 1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Lanes:      2.00 0.00 1.00          0.00 0.00 1.00          1.00 2.82 1.18          0.00 2.99 0.01
Final Sat.: 3000  0  1500          0  0  1500          1500 4223 1777          0  4485  15
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:    0.44 0.00 0.25          0.00 0.00 0.02          0.00 0.14 0.14          0.00 0.46 0.46
Crit Vol:   666          25          4          691
Crit Moves: ****          ****  ****          ****
*****

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Study Area Intersection Capacity Analysis

T2/T3 Optional Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #47 IMPERIAL HWY. @ DOUGLAS ST.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.463
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        42          Level Of Service:          A
*****
Street Name:          DOUGLAS STREET          IMPERIAL HWY.
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
Control:               Split Phase          Split Phase          Protected          Protected
Rights:                Include          Include          Include          Include
Min. Green:            0 0 0          0 0 0          0 0 0          0 0 0
Lanes:                 1 0 1 0 2          1 0 1! 0 1          1 0 2 1 0          2 0 2 1 0
-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:              73 13 78          39 43 9          33 414 188          363 1340 55
Growth Adj:            1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:           73 13 78          39 43 9          33 414 188          363 1340 55
Added Vol:              0 0 0          0 0 0          0 0 0          0 0 0
PasserByVol:           0 0 0          0 0 0          0 0 0          0 0 0
Initial Fut:           73 13 78          39 43 9          33 414 188          363 1340 55
User Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:                1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Volume:            73 13 78          39 43 9          33 414 188          363 1340 55
Reduct Vol:            0 0 0          0 0 0          0 0 0          0 0 0
Reduced Vol:           73 13 78          39 43 9          33 414 188          363 1340 55
PCE Adj:                1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
MLF Adj:                1.00 1.00 1.10          1.10 1.00 1.10          1.00 1.00 1.00          1.10 1.00 1.00
Final Vol.:            73 13 86          43 43 10          33 414 188          399 1340 55
-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1375 1375 1375          1375 1375 1375          1375 1375 1375          1375 1375 1375
Adjustment:            1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Lanes:                 1.00 1.00 2.00          1.34 0.66 1.00          1.00 2.06 0.94          2.00 2.88 0.12
Final Sat.:            1375 1375 2750          1847 903 1375          1375 2837 1288          2750 3962 163
-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.05 0.01 0.03          0.02 0.05 0.01          0.02 0.15 0.15          0.15 0.34 0.34
Crit Vol:              73          65          33          465
Crit Moves:           ****          ****          ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #65 SEPULVEDA @ H. HUGHES PARKWAY
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.743
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        56          Level Of Service:          C
*****
Street Name:          Sepulveda Boulevard          H. Hughes Parkway
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|
Control:                Permitted          Permitted          Permitted          Permitted
Rights:                 Ignore          Include          Include          Include
Min. Green:             0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                  0  0  4  0  1      2  0  3  0  0      0  0  0  0  0      3  0  0  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:               0 2975 1048 141 930 0 0 0 0 791 0 137
Growth Adj:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:           0 2975 1048 141 930 0 0 0 0 791 0 137
Added Vol:              0 10 0 0 0 0 0 0 0 0 0 0
PasserByVol:           0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:           0 2985 1048 141 930 0 0 0 0 791 0 137
User Adj:              1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:               1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:            0 2985 0 141 930 0 0 0 0 791 0 137
Reduct Vol:            0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:           0 2985 0 141 930 0 0 0 0 791 0 137
PCE Adj:               1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:               1.00 1.00 0.00 1.10 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00
Final Vol.:            0 2985 0 155 930 0 0 0 0 870 0 137
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                 0.00 4.00 1.00 2.00 3.00 0.00 0.00 0.00 0.00 3.00 0.00 1.00
Final Sat.:            0 6000 1500 3000 4500 0 0 0 0 4500 0 1500
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.00 0.50 0.00 0.05 0.21 0.00 0.00 0.00 0.00 0.19 0.00 0.09
Crit Vol:              746 78 0 290
Crit Moves:            ****  ****  ****
*****

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Study Area Intersection Capacity Analysis

T2/T3 Optional Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #67 IMPERIAL HWY. @ La CIENEGA BLVD.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.544
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        50          Level Of Service:          A
*****
Street Name:          La CIENEGA BLVD.          IMPERIAL HWY.
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|
Control:                Protected          Protected          Protected          Protected
Rights:                  Include          Include          Include          Include
Min. Green:             0 0 0          0 0 0          0 0 0          0 0 0
Lanes:                  2 0 1 1 1          2 0 1 1 1          2 0 3 0 2          2 0 3 0 2
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:               74 289 137 95 191 325 298 198 138 100 896 656
Growth Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:            74 289 137 95 191 325 298 198 138 100 896 656
Added Vol:               0 0 0          0 0 0          0 8 0          0 0 0
PasserByVol:            0 0 0          0 0 0          0 0 0          0 0 0
Initial Fut:            74 289 137 95 191 325 298 206 138 100 896 656
User Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:                1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:             74 289 137 95 191 325 298 206 138 100 896 656
Reduct Vol:             0 0 0          0 0 0          0 0 0          0 0 0
Reduced Vol:            74 289 137 95 191 325 298 206 138 100 896 656
PCE Adj:                1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:                1.10 1.00 1.10 1.10 1.00 1.10 1.10 1.00 1.10 1.10 1.00 1.10
Final Vol.:             81 289 151 104 191 358 328 206 152 110 896 722
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:               1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                  2.00 1.97 1.03 2.00 1.04 1.96 2.00 3.00 2.00 2.00 3.00 2.00
Final Sat.:             2750 2711 1414 2750 1436 2689 2750 4125 2750 2750 4125 2750
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:                0.03 0.11 0.11 0.04 0.13 0.13 0.12 0.05 0.06 0.04 0.22 0.26
Crit Vol:                41          183          164          361
Crit Moves:            ****          ****          ****          ****
*****

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Study Area Intersection Capacity Analysis

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T2/T3 Optional Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #68 IMPERIAL HWY @MAIN STREET
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.692
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        60          Level Of Service:          B
*****
Street Name:          MAIN STREET          IMPERIAL HWY
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Split Phase          Split Phase          Permitted          Protected
Rights:               Ignore              Include              Include              Include
Min. Green:           0  0  0              0  0  0              0  0  0              0  0  0
Lanes:                1  1  0  0  1        0  0  0  0  1        1  0  2  0  1        2  0  2  0  1
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:             478  1  569          0  0  4          0  854  212  516 1327  1
Growth Adj:           1.00 1.00 1.00        1.00 1.00 1.00        1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          478  1  569          0  0  4          0  854  212  516 1327  1
Added Vol:            0  0  0              0  0  0              0  15  0          0  15  0
PasserByVol:          0  0  0              0  0  0              0  0  0              0  0  0
Initial Fut:          478  1  569          0  0  4          0  869  212  516 1342  1
User Adj:             1.00 1.00 0.00        1.00 1.00 1.00        1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 0.00        1.00 1.00 1.00        1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           478  1  0              0  0  4          0  869  212  516 1342  1
Reduct Vol:           0  0  0              0  0  0              0  0  0              0  0  0
Reduced Vol:          478  1  0              0  0  4          0  869  212  516 1342  1
PCE Adj:              1.00 1.00 0.00        1.00 1.00 1.00        1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.10 1.00 0.00        1.00 1.00 1.00        1.00 1.00 1.00 1.10 1.00 1.00
Final Vol.:           526  1  0              0  0  4          0  869  212  568 1342  1
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425 1425        1425 1425 1425        1425 1425 1425 1425 1425 1425
Adjustment:           1.00 1.00 1.00        1.00 1.00 1.00        1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                1.99 0.01 1.00        0.00 0.00 1.00        1.00 2.00 1.00 2.00 2.00 1.00
Final Sat.:           2845  5 1425          0  0 1425        1425 2850 1425 2850 2850 1425
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.18 0.18 0.00        0.00 0.00 0.00        0.00 0.30 0.15 0.20 0.47 0.00
Crit Vol:              263              4              435              284
Crit Moves:          ****              ****              ****              ****
*****

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T2/T3 Optional Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #69 IMPERIAL HWY @ PERSHING DR.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.504
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        38          Level Of Service:          A
*****
Street Name:         PERSHING DR./HYPERION DWY.          IMPERIAL HWY
Approach:            North Bound          South Bound          East Bound          West Bound
Movement:           L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|
Control:             Split Phase          Split Phase          Protected          Permitted
Rights:              Include          Include          Include          Ovl
Min. Green:          0 0 0 0          0 0 0 0          0 0 0 0          0 0 0 0
Lanes:               0 0 0 1 0          2 0 0 0 1          2 0 1 1 0          1 0 2 0 2
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M
Base Vol:            0 1 3 742 0 86 196 322 1 8 381 1390
Growth Adj:          1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:         0 1 3 742 0 86 196 322 1 8 381 1390
Added Vol:           0 0 0 0 15 0 0 0 0 0 0 0 15
PasserByVol:         0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:         0 1 3 757 0 86 196 322 1 8 381 1405
User Adj:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:          0 1 3 757 0 86 196 322 1 8 381 1405
Reduct Vol:          0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:         0 1 3 757 0 86 196 322 1 8 381 1405
PCE Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:             1.00 1.00 1.00 1.10 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.10
Final Vol.:          0 1 3 833 0 86 216 322 1 8 381 1546
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:            1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:          1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:               0.00 0.25 0.75 2.00 0.00 1.00 2.00 1.99 0.01 1.00 2.00 2.00
Final Sat.:          0 356 1069 2850 0 1425 2850 2841 9 1425 2850 2850
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:             0.00 0.00 0.00 0.29 0.00 0.06 0.08 0.11 0.11 0.01 0.13 0.54
Crit Vol:            4 416 108 191
Crit Moves:          **** **** **** ****
*****

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Study Area Intersection Capacity Analysis

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T2/T3 Optional Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #71 IMPERIAL HWY @ SEPULVEDA BL.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          1.005
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          SEPULVEDA BL.          IMPERIAL HWY
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:            L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:             Protected          Protected          Protected          Protected
Rights:              Include          Include          Include          Include
Min. Green:          0 0 0          0 0 0          0 0 0          0 0 0
Lanes:              1 0 3 0 1          2 0 3 1 0          2 0 3 0 1          2 0 3 0 1
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:           104 1800 546 382 2188 10 245 216 65 210 235 436
Growth Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:         104 1800 546 382 2188 10 245 216 65 210 235 436
Added Vol:           0 0 0          1 8 0          0 0 0          0 0 0
PasserByVol:         0 0 0          0 0 0          0 0 0          0 0 0
Initial Fut:         104 1800 546 383 2196 10 245 216 65 210 235 436
User Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:         104 1800 546 383 2196 10 245 216 65 210 235 436
Reduct Vol:          0 0 0          0 0 0          0 0 0          0 0 0
Reduced Vol:         104 1800 546 383 2196 10 245 216 65 210 235 436
PCE Adj:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:            1.00 1.00 1.00 1.10 1.00 1.00 1.10 1.00 1.00 1.10 1.00 1.00
Final Vol.:          104 1800 546 421 2196 10 270 216 65 231 235 436
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:           1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:             1.00 3.00 1.00 2.00 3.98 0.02 2.00 3.00 1.00 2.00 3.00 1.00
Final Sat.:         1375 4125 1375 2750 5475 25 2750 4125 1375 2750 4125 1375
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:            0.08 0.44 0.40 0.15 0.40 0.40 0.10 0.05 0.05 0.08 0.06 0.32
Crit Vol:           600          211          135          436
Crit Moves:         ****          ****          ****          ****
*****

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Study Area Intersection Capacity Analysis

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T2/T3 Optional Lot

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-----
Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #73 IMPERIAL HWY @ NASH ST.
*****
Cycle (sec):      100          Critical Vol./Cap. (X):      0.684
Loss Time (sec):  0 (Y+R = 4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:   59          Level Of Service:      B
*****
Street Name:  FWY 105 OFF RAMP/ NASH STREET          IMPERIAL HWY.
Approach:     North Bound          South Bound          East Bound          West Bound
Movement:     L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|-----|-----|-----|
Control:      Split Phase          Split Phase          Permitted          Protected
Rights:       Include          Include          Include          Include
Min. Green:   0 0 0 0 2          0 0 0 0          0 0 0 0          0 0 0 0
Lanes:        1 0 0 0 2          1 1 0 1 1          0 0 2 1 0          2 0 3 0 0
-----|-----|-----|-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M
Base Vol:     55 0 52 406 985 545 0 620 106 247 985 0
Growth Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:  55 0 52 406 985 545 0 620 106 247 985 0
Added Vol:    0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol:  0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:  55 0 52 406 985 545 0 620 106 247 985 0
User Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:   55 0 52 406 985 545 0 620 106 247 985 0
Reduct Vol:   0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:  55 0 52 406 985 545 0 620 106 247 985 0
PCE Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.10 1.10 1.00 1.10 1.00 1.00 1.00 1.10 1.00 1.00
Final Vol.:   55 0 57 447 985 600 0 620 106 272 985 0
-----|-----|-----|-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:     1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:        1.00 0.00 2.00 1.00 1.82 1.18 0.00 2.56 0.44 2.00 3.00 0.00
Final Sat.:   1425 0 2850 1425 2589 1686 0 3651 624 2850 4275 0
-----|-----|-----|-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.04 0.00 0.02 0.31 0.38 0.36 0.00 0.17 0.17 0.10 0.23 0.00
Crit Vol:     55          542          242          136
Crit Moves:   ****          ****          ****          ****
*****

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T2/T3 Optional Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #74 IMPERIAL HWY. @ 105 RAMP
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.884
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        160          Level Of Service:          D
*****
Street Name:          / 105 RAMP          IMPERIAL HWY.
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Split Phase          Split Phase          Permitted          Protected
Rights:                Ovl          Ovl          Include          Include
Min. Green:            0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                 2  0  0  0  2          0  0  0  0  0          0  0  2  1  1          2  0  2  0  0
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:              1049  0  349          0  0  0          0  284  343  106 1073  0
Growth Adj:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:           1049  0  349          0  0  0          0  284  343  106 1073  0
Added Vol:              0  0  0          0  0  0          0  8  26  0  0  0
PasserByVol:           0  0  0          0  0  0          0  0  0  0  0  0
Initial Fut:           1049  0  349          0  0  0          0  292  369  106 1073  0
User Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:            1049  0  349          0  0  0          0  292  369  106 1073  0
Reduct Vol:            0  0  0          0  0  0          0  0  0  0  0  0
Reduced Vol:           1049  0  349          0  0  0          0  292  369  106 1073  0
PCE Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:               1.10 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.10 1.10 1.00 1.00
Final Vol.:            1154  0  384          0  0  0          0  292  406  117 1073  0
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                 2.00 0.00 2.00 0.00 0.00 0.00 0.00 2.00 2.00 2.00 2.00 0.00
Final Sat.:            2850  0 2850          0  0  0          0 2850 2850 2850 2850  0
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.40 0.00 0.13 0.00 0.00 0.00 0.00 0.10 0.14 0.04 0.38 0.00
Crit Vol:               577          0          146          537
Crit Moves:           ****          ****          ****
*****

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Study Area Intersection Capacity Analysis

T2/T3 Optional Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #75 IMPERIAL HWY. @ 405 NORTH RAMP
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.597
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        46          Level Of Service:          A
*****
Street Name:          405 NORTH RAMP          IMPERIAL HWY
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Split Phase          Split Phase          Permitted          Permitted
Rights:                Include             Include             Ignore             Ignore
Min. Green:            0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes:                 1 0 1! 0 0 0 0 0 0 0 2 1 1 0 0 2 1 1
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:              600 0 72 0 0 0 0 360 74 0 1453 543
Growth Adj:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:           600 0 72 0 0 0 0 360 74 0 1453 543
Added Vol:              0 0 0 0 0 0 0 0 8 0 0 0 0
PasserByVol:           0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:           600 0 72 0 0 0 0 368 74 0 1453 543
User Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
PHF Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
PHF Volume:            600 0 72 0 0 0 0 368 0 0 1453 0
Reduct Vol:            0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:           600 0 72 0 0 0 0 368 0 0 1453 0
PCE Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
MLF Adj:               1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
Final Vol.:            660 0 72 0 0 0 0 368 0 0 1453 0
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                 1.80 0.00 0.20 0.00 0.00 0.00 0.00 3.00 1.00 0.00 3.00 1.00
Final Sat.:            2570 0 280 0 0 0 0 4275 1425 0 4275 1425
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.26 0.00 0.26 0.00 0.00 0.00 0.00 0.09 0.00 0.00 0.34 0.00
Crit Vol:              366 0 0 0 0 0 0 0 0 0 484
Crit Moves:           ****          ****          ****
*****

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Study Area Intersection Capacity Analysis

Adjusted Baseline 2016 plus Proj AM Thu Jan 5, 2017 15:10:20

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T2/T3 Optional Lot

```

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #89 La CIENEGA BLVD. @ LENNOX BLVD
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.623
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        49          Level Of Service:          B
*****
Street Name:          La CIENEGA BLVD.          LENNOX BLVD
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|
Control:               Permitted          Permit+Prot          Split Phase          Split Phase
Rights:                Include          Include          Include          Include
Min. Green:            0 0 1 1 0          0 0 0 0          0 0 0 0          0 0 0 0
Lanes:                 0 0 1 1 0          1 0 2 1 0          0 0 0 0 0          1 1 0 0 1
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:              0 1015 95 63 408 27 0 0 0 161 0 270
Growth Adj:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:           0 1015 95 63 408 27 0 0 0 161 0 270
Added Vol:             0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol:          0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:           0 1015 95 63 408 27 0 0 0 161 0 270
User Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:            0 1015 95 63 408 27 0 0 0 161 0 270
Reduct Vol:           0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:           0 1015 95 63 408 27 0 0 0 161 0 270
PCE Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00
Final Vol.:            0 1015 95 63 408 27 0 0 0 177 0 270
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                 0.00 1.83 0.17 1.00 2.81 0.19 0.00 0.00 0.00 2.00 0.00 1.00
Final Sat.:            0 2606 244 1425 4010 265 0 0 0 2850 0 1425
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.00 0.39 0.39 0.04 0.10 0.10 0.00 0.00 0.00 0.06 0.00 0.19
Crit Vol:              555 63 0 270
Crit Moves:           **** **** ****
*****

```

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Study Area Intersection Capacity Analysis

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T2/T3 Optional Lot

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-----
Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #94 La CIENEGA BLVD. @ 111TH STREET
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.430
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        33          Level Of Service:          A
*****
Street Name:          La CIENEGA BLVD.          / 111TH STREET
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Split Phase          Split Phase
Rights:               Include          Include          Include          Include
Min. Green:           0 0 0          0 0 0          0 0 0          0 0 0
Lanes:                1 0 2 0 0          0 0 2 1 0          2 0 0 0 1          0 0 0 0 0
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:             202 1122          0 0 435 105 43 0 52 0 0 0
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          202 1122          0 0 435 105 43 0 52 0 0 0
Added Vol:            0 0 0          0 0 0 0 0 0 0 0 0 0
PasserByVol:          0 0 0          0 0 0 0 0 0 0 0 0 0
Initial Fut:          202 1122          0 0 435 105 43 0 52 0 0 0
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           202 1122          0 0 435 105 43 0 52 0 0 0
Reduct Vol:           0 0 0          0 0 0 0 0 0 0 0 0 0
Reduced Vol:          202 1122          0 0 435 105 43 0 52 0 0 0
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00
Final Vol.:           202 1122          0 0 435 105 47 0 52 0 0 0
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                1.00 2.00 0.00 0.00 2.42 0.58 2.00 0.00 1.00 0.00 0.00 0.00
Final Sat.:           1425 2850          0 0 3444 831 2850 0 1425 0 0 0
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.14 0.39 0.00 0.00 0.13 0.13 0.02 0.00 0.04 0.00 0.00 0.00
Crit Vol:             561          0          52          0
Crit Moves:           ****          ****          ****
*****

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Study Area Intersection Capacity Analysis

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T2/T3 Optional Lot

```

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #96 La CIENEGA BLVD. @ 405 S/B RAPM
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.975
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          La CIENEGA BLVD.          405 N/B RAPM
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|-----|-----|-----|
Control:                Permitted          Permitted          Split Phase          Split Phase
Rights:                  Ovl          Include          Include          Include
Min. Green:              0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                   0  0  1  1  1          1  0  2  0  0          0  0  0  0  0          1  0  1!  0  0
-----|-----|-----|-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:                0 1815 135 136 395 0 0 0 0 553 0 82
Growth Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:              0 1815 135 136 395 0 0 0 0 553 0 82
Added Vol:                0 2 0 0 0 0 0 0 0 0 0 0
PasserByVol:              0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:              0 1817 135 136 395 0 0 0 0 553 0 82
User Adj:                 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:                  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:               0 1817 135 136 395 0 0 0 0 553 0 82
Reduct Vol:               0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:              0 1817 135 136 395 0 0 0 0 553 0 82
PCE Adj:                  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:                  1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00
Final Vol.:               0 1817 149 136 395 0 0 0 0 608 0 82
-----|-----|-----|-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:                1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                   0.00 2.00 1.00 1.00 2.00 0.00 0.00 0.00 0.00 1.76 0.00 0.24
Final Sat.:               0 2850 1425 1425 2850 0 0 0 0 2511 0 339
-----|-----|-----|-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:                 0.00 0.64 0.10 0.10 0.14 0.00 0.00 0.00 0.00 0.24 0.00 0.24
Crit Vol:                  909          136          0          345
Crit Moves:                ****          ****          ****
*****

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T2/T3 Optional Lot

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-----
Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #97 La CIENEGA BLVD. @ 405 S/B RAMP
*****
Cycle (sec):      100          Critical Vol./Cap. (X):      0.534
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      0 0 0 0
Lanes:          0 0 1 1 0      2 0 1 1 0      0 0 0 0 1      0 0 0 0 2
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:        0 907 43 430 507 19 0 0 2 0 0 103
Growth Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:     0 907 43 430 507 19 0 0 2 0 0 103
Added Vol:       0 0 0 38 0 0 0 0 0 0 0 0
PasserByVol:    0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:    0 907 43 468 507 19 0 0 2 0 0 103
User Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:        1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:     0 907 43 468 507 19 0 0 2 0 0 103
Reduct Vol:     0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:    0 907 43 468 507 19 0 0 2 0 0 103
PCE Adj:        1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:        1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10
Final Vol.:     0 907 43 515 507 19 0 0 2 0 0 113
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:       1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:         0.00 1.91 0.09 2.00 1.93 0.07 0.00 0.00 1.00 0.00 0.00 2.00
Final Sat.:    0 2626 124 2750 2651 99 0 0 1375 0 0 2750
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:       0.00 0.35 0.35 0.19 0.19 0.19 0.00 0.00 0.00 0.00 0.00 0.04
Crit Vol:      475 257 2 0
Crit Moves:    **** **** **** ****
*****

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Study Area Intersection Capacity Analysis

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T2/T3 Optional Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #98 La CIENEGA BLVD. @ 405 S/B RAMP
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.577
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        44          Level Of Service:          A
*****
Street Name:          La CIENEGA BLVD.          405 S/B RAMP
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|
Control:                Permitted          Permitted          Split Phase          Split Phase
Rights:                  Include          Include          Include          Include
Min. Green:              0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                   1  0  2  0  1          1  0  2  1  0          0  0  1!  0  0          2  0  0  0  1
-----|-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:                33 1227 155 71 426 0 4 0 28 192 0 77
Growth Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:              33 1227 155 71 426 0 4 0 28 192 0 77
Added Vol:                0  0  0          0  0  0          0  0  0          0  0  0
PasserByVol:              0  0  0          0  0  0          0  0  0          0  0  0
Initial Fut:              33 1227 155 71 426 0 4 0 28 192 0 77
User Adj:                 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:                  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:               33 1227 155 71 426 0 4 0 28 192 0 77
Reduct Vol:                0  0  0          0  0  0          0  0  0          0  0  0
Reduced Vol:              33 1227 155 71 426 0 4 0 28 192 0 77
PCE Adj:                  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:                  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00
Final Vol.:               33 1227 155 71 426 0 4 0 28 211 0 77
-----|-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:                1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                   1.00 2.00 1.00 1.00 3.00 0.00 0.12 0.00 0.88 2.00 0.00 1.00
Final Sat.:              1425 2850 1425 1425 4275 0 178 0 1247 2850 0 1425
-----|-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:                 0.02 0.43 0.11 0.05 0.10 0.00 0.02 0.00 0.02 0.07 0.00 0.05
Crit Vol:                  614          71          32 106
Crit Moves:                ****          ****          **** ****
*****

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Study Area Intersection Capacity Analysis

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T2/T3 Optional Lot

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-----
Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #101 SEPULVEDA BLVD. @ LA TIJERA BLVD.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.765
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        97          Level Of Service:          C
*****
Street Name:          Sepulveda Boulevard          La Tijera Boulevard
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Prot+Permit          Prot+Permit          Prot+Permit          Prot+Permit
Rights:                Include             Include             Include             Include
Min. Green:            0 0 0 0            0 0 0 0            0 0 0 0            0 0 0 0
Lanes:                 1 0 3 0 1          1 0 3 0 1          1 0 2 0 1          1 0 1 1 0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              45 1892 99 22 1285 43 72 147 75 322 178 31
Growth Adj:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:           45 1892 99 22 1285 43 72 147 75 322 178 31
Added Vol:              0 10 0 0 0 0 0 0 0 0 0 0
PasserByVol:           0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:           45 1902 99 22 1285 43 72 147 75 322 178 31
User Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:            45 1902 99 22 1285 43 72 147 75 322 178 31
Reduct Vol:            0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:           45 1902 99 22 1285 43 72 147 75 322 178 31
PCE Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:            45 1902 99 22 1285 43 72 147 75 322 178 31
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                 1.00 3.00 1.00 1.00 3.00 1.00 1.00 2.00 1.00 1.00 1.70 0.30
Final Sat.:            1375 4125 1375 1375 4125 1375 1375 2750 1375 1375 2342 408
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.03 0.46 0.07 0.02 0.31 0.03 0.05 0.05 0.05 0.23 0.08 0.08
Crit Vol:              634 22 74 322
Crit Moves:            **** **** **** ****
*****

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T2/T3 Optional Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #108 SEPULVEDA BLVD. @ LINCOLN BLVD.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.850
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        124          Level Of Service:          D
*****
Street Name:          SEPULVEDA BOULEVARD          LINCOLN BOULEVARD
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|
Control:               Protected          Permitted          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0 0 0          0 0 0          0 0 0          0 0 0
Lanes:                 4 0 2 1 0      0 0 3 1 0      0 0 0 0 4      0 0 1! 0 0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              1998 2181          0 0 1400 26          0 0 1112          0 0 0
Growth Adj:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:           1998 2181          0 0 1400 26          0 0 1112          0 0 0
Added Vol:              0 10          0 0 0          0 0 0          0 0 0
PasserByVol:           0 0          0 0 0          0 0 0          0 0 0
Initial Fut:           1998 2191          0 0 1400 26          0 0 1112          0 0 0
User Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:            1998 2191          0 0 1400 26          0 0 1112          0 0 0
Reduct Vol:            0 0          0 0 0          0 0 0          0 0 0
Reduced Vol:           1998 2191          0 0 1400 26          0 0 1112          0 0 0
PCE Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:               1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00 1.00
Final Vol.:            2198 2191          0 0 1400 26          0 0 1223          0 0 0
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                 4.00 3.00 0.00 0.00 3.93 0.07 0.00 0.00 4.00 0.00 1.00 0.00
Final Sat.:            5700 4275          0 0 5596 104          0 0 5700          0 1425 0
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.39 0.51 0.00 0.00 0.25 0.25 0.00 0.00 0.21 0.00 0.00 0.00
Crit Vol:              549          357          306          0
Crit Moves:           ****          ****          ****
*****

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Study Area Intersection Capacity Analysis

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T2/T3 Optional Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #114 SEPULVEDA BLVD. @ MANCHESTER AVE.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.938
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          Sepulveda Boulevard          Manchester Avenue
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|
Control:               Prot+Permit          Prot+Permit          Protected          Prot+Permit
Rights:                Ovl          Ovl          Ovl          Ovl
Min. Green:            0 0 0          0 0 0          0 0 0          0 0 0
Lanes:                 1 0 3 0 1          1 0 3 0 1          2 0 2 0 1          1 0 1 1 0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              74 1835          57 100 1039          82 111 252          81 54 638 389
Growth Adj:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:           74 1835          57 100 1039          82 111 252          81 54 638 389
Added Vol:              0 10          0 0 0          0 0 0          0 0 0 0
PasserByVol:           0 0          0 0 0          0 0 0          0 0 0 0
Initial Fut:           74 1845          57 100 1039          82 111 252          81 54 638 389
User Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:            74 1845          57 100 1039          82 111 252          81 54 638 389
Reduct Vol:            0 0          0 0 0          0 0 0          0 0 0 0
Reduced Vol:           74 1845          57 100 1039          82 111 252          81 54 638 389
PCE Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00
Final Vol.:            74 1845          57 100 1039          82 122 252          81 54 638 389
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                 1.00 3.00 1.00 1.00 3.00 1.00 2.00 2.00 1.00 1.00 1.24 0.76
Final Sat.:            1375 4125 1375 1375 4125 1375 2750 2750 1375 1375 1708 1042
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.05 0.45 0.04 0.07 0.25 0.06 0.04 0.09 0.06 0.04 0.37 0.37
Crit Vol:              615          100          61          514
Crit Moves:           ****          ****          ****          ****
*****

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Study Area Intersection Capacity Analysis

Adjusted Baseline 2016 plus Proj AM Thu Jan 5, 2017 15:10:20

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T2/T3 Optional Lot

```

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #123 WESTCHESTER PARKWAY @ PERSHING DRIVE
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.548
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        41          Level Of Service:          A
*****
Street Name:          Pershing Drive          Westchester Parkway
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:                Permitted          Protected          Permitted          Permitted
Rights:                  Include          Include          Include          Include
Min. Green:              0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                   0  0  2  0  1          1  0  2  0  0          0  0  0  0  0          2  0  0  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:                0 1112  418  66 473  0  0  0  0  275  0  57
Growth Adj:              1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:              0 1112  418  66 473  0  0  0  0  275  0  57
Added Vol:                0  0  15  0  0  0  0  0  0  15  0  0
PasserByVol:              0  0  0  0  0  0  0  0  0  0  0  0
Initial Fut:              0 1112  433  66 473  0  0  0  0  290  0  57
User Adj:                 1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:                  1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:                0 1112  433  66 473  0  0  0  0  290  0  57
Reduct Vol:                0  0  0  0  0  0  0  0  0  0  0  0
Reduced Vol:              0 1112  433  66 473  0  0  0  0  290  0  57
PCE Adj:                  1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:                  1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.10 1.00 1.00
Final Vol.:                0 1112  433  66 473  0  0  0  0  319  0  57
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:                1425 1425  1425  1425 1425  1425 1425 1425  1425 1425 1425
Adjustment:              1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:                    0.00 2.00  1.00  1.00 2.00  0.00 0.00 0.00  0.00 2.00 0.00 1.00
Final Sat.:                0 2850  1425  1425 2850  0  0  0  0  2850  0  1425
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:                 0.00 0.39  0.30  0.05 0.17  0.00 0.00 0.00  0.00 0.11 0.00  0.04
Crit Vol:                  556          66          0          160
Crit Moves:                ****          ****          ****
*****

```

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Study Area Intersection Capacity Analysis

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T2/T3 Optional Lot

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

Intersection #135 SEPULVEDA BLVD. @ WESTCHESTER PARKWAY

Cycle (sec): 100 Critical Vol./Cap. (X): 0.936
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

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

Control: Prot+Permit Prot+Permit Prot+Permit Prot+Permit
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 3 0 1 1 0 3 0 1 1 0 1 1 0

Volume Module:
Base Vol: 175 2095 24 133 1595 64 15 146 73 179 548 326
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 175 2095 24 133 1595 64 15 146 73 179 548 326
Added Vol: 0 10 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 175 2105 24 133 1595 64 15 146 73 179 548 326
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 175 2105 24 133 1595 64 15 146 73 179 548 326
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 175 2105 24 133 1595 64 15 146 73 179 548 326
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 175 2105 24 133 1595 64 15 146 73 179 548 326

Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 3.00 1.00 1.00 3.00 1.00 1.00 1.33 0.67 1.00 1.25 0.75
Final Sat.: 1375 4125 1375 1375 4125 1375 1375 1833 917 1375 1724 1026

Capacity Analysis Module:
Vol/Sat: 0.13 0.51 0.02 0.10 0.39 0.05 0.01 0.08 0.08 0.13 0.32 0.32
Crit Vol: 702 133 15 437
Crit Moves: **** **

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Study Area Intersection Capacity Analysis

Adjusted Baseline 2016 plus Proj AM Thu Jan 5, 2017 15:10:20

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T2/T3 Optional Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #136 SEPULVEDA @ 76th/77th STREET
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.987
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          Sepulveda Boulevard          76th/77th Street
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|
Control:                Permitted          Permitted          Permitted          Permitted
Rights:                  Include          Include          Include          Include
Min. Green:              0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                   1  0  3  0  1      1  0  3  0  1      2  0  1  0  1      1  0  1  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:                66 2021          10          36 1296          207          733 75 77          40 112 365
Growth Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:              66 2021          10          36 1296          207          733 75 77          40 112 365
Added Vol:                0  10          0          0  0  0          0  0  0          0  0  0
PasserByVol:              0  0  0          0  0  0          0  0  0          0  0  0
Initial Fut:              66 2031          10          36 1296          207          733 75 77          40 112 365
User Adj:                 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:                  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:              66 2031          10          36 1296          207          733 75 77          40 112 365
Reduct Vol:                0  0  0          0  0  0          0  0  0          0  0  0
Reduced Vol:              66 2031          10          36 1296          207          733 75 77          40 112 365
PCE Adj:                  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:                  1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00
Final Vol.:              66 2031          10          36 1296          207          806 75 77          40 112 365
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:                1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                    1.00 3.00 1.00 1.00 3.00 1.00 2.00 1.00 1.00 1.00 1.00 1.00
Final Sat.:              1500 4500 1500 1500 4500 1500 3000 1500 1500 1500 1500 1500
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:                 0.04 0.45 0.01 0.02 0.29 0.14 0.27 0.05 0.05 0.03 0.07 0.24
Crit Vol:                  677          36          403          365
Crit Moves:                ****          ****          ****          ****
*****

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Study Area Intersection Capacity Analysis

T2/T3 Optional Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #137 SEPULVEDA BLVD. @ 79th/80th STREET
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.852
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        98          Level Of Service:          D
*****
Street Name:          Sepulveda Boulevard          79th/80th Street
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0 0 0          0 0 0          0 0 0          0 0 0
Lanes:                1 0 2 1 0        1 0 3 0 1        1 0 1 0 1        1 0 0 1 0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             139 2211          28 34 1210 187 168 92 146 45 205 122
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          139 2211          28 34 1210 187 168 92 146 45 205 122
Added Vol:             0 10          0 0 0 0 0 0 0 0 0 0
PasserByVol:          0 0          0 0 0 0 0 0 0 0 0 0
Initial Fut:          139 2221          28 34 1210 187 168 92 146 45 205 122
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           139 2221          28 34 1210 187 168 92 146 45 205 122
Reduct Vol:           0 0          0 0 0 0 0 0 0 0 0 0
Reduced Vol:          139 2221          28 34 1210 187 168 92 146 45 205 122
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:           139 2221          28 34 1210 187 168 92 146 45 205 122
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                1.00 2.96 0.04 1.00 3.00 1.00 1.00 1.00 1.00 1.00 0.63 0.37
Final Sat.:           1500 4444          56 1500 4500 1500 1500 1500 1500 1500 940 560
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.09 0.50 0.50 0.02 0.27 0.12 0.11 0.06 0.10 0.03 0.22 0.22
Crit Vol:              750          34          168          327
Crit Moves:           ****          ****          ****          ****
*****

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Study Area Intersection Capacity Analysis

Adjusted Baseline 2016 plus Proj AM Thu Jan 5, 2017 15:10:20

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T2/T3 Optional Lot

```

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #138 SEPULVEDA BLVD. @ 83rd STREET
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.716
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        51          Level Of Service:          C
*****
Street Name:          Sepulveda Boulevard          83rd Street
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                1  0  2  1  0      1  0  2  1  0      0  0  1!  0  0      1  0  0  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             39 2079  18  28 1247  35  71  65  43  24 122  150
Growth Adj:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:          39 2079  18  28 1247  35  71  65  43  24 122  150
Added Vol:            0  10  0  0  0  0  0  0  0  0  0  0
PasserByVol:         0  0  0  0  0  0  0  0  0  0  0  0
Initial Fut:          39 2089  18  28 1247  35  71  65  43  24 122  150
User Adj:             1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           39 2089  18  28 1247  35  71  65  43  24 122  150
Reduct Vol:           0  0  0  0  0  0  0  0  0  0  0  0
Reduced Vol:          39 2089  18  28 1247  35  71  65  43  24 122  150
PCE Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:           39 2089  18  28 1247  35  71  65  43  24 122  150
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500  1500 1500  1500 1500  1500  1500 1500  1500
Adjustment:           1.00 1.00  1.00  1.00 1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                1.00 2.97  0.03  1.00 2.92  0.08  0.40 0.36  0.24  1.00 0.45  0.55
Final Sat.:           1500 4462  38  1500 4377  123  595 545  360  1500 673  827
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.03 0.47  0.47  0.02 0.28  0.28  0.12 0.12  0.12  0.02 0.18  0.18
Crit Vol:              702          28          71          272
Crit Moves:           ****          ****          ****          ****
*****

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Study Area Intersection Capacity Analysis

T2/T3 Optional Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #1000 La CIENEGA BLVD. @ 104 TH STREET
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.445
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        34          Level Of Service:          A
*****
Street Name:          La CIENEGA BLVD.          104 TH STREET
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|
Control:              Prot+Permit          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0 0 0          0 0 0          0 0 0          0 0 0
Lanes:                1 0 1 1 0          1 0 2 1 0          1 0 1 0 1          0 0 1! 0 0
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:             374 954 11 12 453 83 19 0 76 6 0 13
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          374 954 11 12 453 83 19 0 76 6 0 13
Added Vol:            0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol:         0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:          374 954 11 12 453 83 19 0 76 6 0 13
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           374 954 11 12 453 83 19 0 76 6 0 13
Reduct Vol:           0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:          374 954 11 12 453 83 19 0 76 6 0 13
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:           374 954 11 12 453 83 19 0 76 6 0 13
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                1.00 1.98 0.02 1.00 2.54 0.46 1.00 1.00 1.00 0.32 0.00 0.68
Final Sat.:           1425 2818 32 1425 3613 662 1425 1425 1425 450 0 975
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.26 0.34 0.34 0.01 0.13 0.13 0.01 0.00 0.05 0.01 0.00 0.01
Crit Vol:              374 179 76 6
Crit Moves:          ****          ****          **** ****
*****

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Study Area Intersection Capacity Analysis

Adjusted Baseline 2016 plus Proj PM Thu Jan 5, 2017 15:11:50

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T2/T3 Optional Lot

Scenario Report

Scenario: Adjusted Baseline 2016 plus Proj PM Proj-PM Peak
Command: Employee PM
Volume: Employee PM
Geometry: Existing geometry
Impact Fee: Default Impact Fee
Trip Generation: PM Peak
Trip Distribution: Trip_am_pm
Paths: Default Paths
Routes: Default Routes
Configuration: Default Configuration

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Study Area Intersection Capacity Analysis

Adjusted Baseline 2016 plus Proj PM Thu Jan 5, 2017 15:11:51

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T2/T3 Optional Lot

```

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #14 AVIATION BLVD. @ CENTURY BLVD.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.896
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        180          Level Of Service:          D
*****
Street Name:          AVIATION BLVD.          CENTURY BLVD.
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|-----|-----|-----|
Control:               Protected          Protected          Protected          Protected
Rights:                Include          Include          Include          Include
Min. Green:            0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                 2  0  1  1  0          2  0  2  0  1          1  0  3  1  0          1  0  3  1  0
-----|-----|-----|-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              467  543  127  108  505  145  146 2012  467  103 1241  150
Growth Adj:            1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:           467  543  127  108  505  145  146 2012  467  103 1241  150
Added Vol:              0  0  0          0  0  0          0  0  0          0  0  0
PasserByVol:           0  0  0          0  0  0          0  0  0          0  0  0
Initial Fut:           467  543  127  108  505  145  146 2012  467  103 1241  150
User Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:            467  543  127  108  505  145  146 2012  467  103 1241  150
Reduct Vol:            0  0  0          0  0  0          0  0  0          0  0  0
Reduced Vol:           467  543  127  108  505  145  146 2012  467  103 1241  150
PCE Adj:               1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:               1.10 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:            514  543  127  119  505  145  146 2012  467  103 1241  150
-----|-----|-----|-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:            1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                 2.00 1.62  0.38  2.00 2.00  1.00  1.00 3.25  0.75  1.00 3.57  0.43
Final Sat.:            2750 2229  521  2750 2750  1375  1375 4464  1036  1375 4907  593
-----|-----|-----|-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.19 0.24  0.24  0.04 0.18  0.11  0.11 0.45  0.45  0.07 0.25  0.25
Crit Vol:              257          253          620          103
Crit Moves:           ****          ****          ****          ****
*****

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Study Area Intersection Capacity Analysis

Adjusted Baseline 2016 plus Proj PM Thu Jan 5, 2017 15:11:51

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T2/T3 Optional Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #16 IMPERIAL HWY. @ AVIATION BL.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.720
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        81          Level Of Service:          C
*****
Street Name:          AVIATION BL.          IMPERIAL HWY.
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Protected          Protected          Protected          Protected
Rights:                Ovl          Ovl          Include          Ovl
Min. Green:            0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                 2  0  2  0  1          2  0  1  1  1          2  0  2  1  0          2  0  3  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:              140  373  241  380  594  127  231  1237  270  167  431  409
Growth Adj:            1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Initial Bse:           140  373  241  380  594  127  231  1237  270  167  431  409
Added Vol:              0  0  0          0  0  0          0  0  0          0  0  0
PasserByVol:           0  0  0          0  0  0          0  0  0          0  0  0
Initial Fut:           140  373  241  380  594  127  231  1237  270  167  431  409
User Adj:              1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Adj:               1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Volume:            140  373  241  380  594  127  231  1237  270  167  431  409
Reduct Vol:            0  0  0          0  0  0          0  0  0          0  0  0
Reduced Vol:           140  373  241  380  594  127  231  1237  270  167  431  409
PCE Adj:               1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
MLF Adj:               1.10  1.00  1.00  1.10  1.00  1.10  1.10  1.00  1.00  1.10  1.00  1.00
Final Vol.:            154  373  241  418  594  140  254  1237  270  184  431  409
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1375  1375  1375  1375  1375  1375  1375  1375  1375  1375  1375  1375
Adjustment:            1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Lanes:                 2.00  2.00  1.00  2.00  2.00  1.00  2.00  2.46  0.54  2.00  3.00  1.00
Final Sat.:            2750  2750  1375  2750  2750  1375  2750  3386  739  2750  4125  1375
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.06  0.14  0.18  0.15  0.22  0.10  0.09  0.37  0.37  0.07  0.10  0.30
Crit Vol:              187          209          502          92
Crit Moves:            ****          ****          ****          ****
*****

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Study Area Intersection Capacity Analysis

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T2/T3 Optional Lot

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-----
Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #19 AVIATION BLVD. @ 111TH
*****
Cycle (sec):      100          Critical Vol./Cap. (X):      0.548
Loss Time (sec):  0 (Y+R = 4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:    50          Level Of Service:      A
*****
Street Name:      AVIATION BLVD.          111TH STREET
Approach:         North Bound          South Bound          East Bound          West Bound
Movement:        L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|
Control:         Protected          Protected          Protected          Protected
Rights:          Ovl          Include          Include          Ovl
Min. Green:      0  0  0          0  0  0          0  0  0          0  0  0
Lanes:          1  0  1  1  0          1  0  1  1  0          1  0  0  1  0          1  0  1  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:        13 1004          33          37 1142          68          62  83          24          28  42          63
Growth Adj:      1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
Initial Bse:     13 1004          33          37 1142          68          62  83          24          28  42          63
Added Vol:       0  0          0          0  0          0          0  0          0          0  0          0
PasserByVol:    0  0          0          0  0          0          0  0          0          0  0          0
Initial Fut:     13 1004          33          37 1142          68          62  83          24          28  42          63
User Adj:        1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
PHF Adj:         1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
PHF Volume:      13 1004          33          37 1142          68          62  83          24          28  42          63
Reduct Vol:     0  0          0          0  0          0          0  0          0          0  0          0
Reduced Vol:    13 1004          33          37 1142          68          62  83          24          28  42          63
PCE Adj:         1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
MLF Adj:         1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
Final Vol.:     13 1004          33          37 1142          68          62  83          24          28  42          63
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:        1375 1375          1375          1375 1375          1375          1375 1375          1375          1375 1375          1375
Adjustment:      1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
Lanes:          1.00 1.94          0.06          1.00 1.89          0.11          1.00 0.78          0.22          1.00 1.00          1.00
Final Sat.:     1375 2662          88          1375 2595          155          1375 1067          308          1375 1375          1375
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:         0.01 0.38          0.38          0.03 0.44          0.44          0.05 0.08          0.08          0.02 0.03          0.05
Crit Vol:        13          605          107          28
Crit Moves:      ****          ****          ****          ****
*****

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T2/T3 Optional Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #36 La CIENEGA BLVD. @ CENTURY BLVD
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.969
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          La CIENEGA BLVD.          CENTURY BLVD.
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Prot+Permit          Prot+Permit          Prot+Permit          Prot+Permit
Rights:                Ovl                Ovl                Ovl                Ovl
Min. Green:            0  0  0            0  0  0            0  0  0            0  0  0
Lanes:                 1  0  2  0  2      1  0  2  0  2      1  0  3  0  1      1  0  3  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              127  294  562  600  735  348  112  1270  483  90  812  217
Growth Adj:            1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Initial Bse:           127  294  562  600  735  348  112  1270  483  90  812  217
Added Vol:              0  0  0            0  0  0            0  0  0            0  0  0
PasserByVol:           0  0  0            0  0  0            0  0  0            0  0  0
Initial Fut:           127  294  562  600  735  348  112  1270  483  90  812  217
User Adj:              1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Adj:               1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Volume:            127  294  562  600  735  348  112  1270  483  90  812  217
Reduct Vol:            0  0  0            0  0  0            0  0  0            0  0  0
Reduced Vol:           127  294  562  600  735  348  112  1270  483  90  812  217
PCE Adj:               1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
MLF Adj:               1.00  1.00  1.10  1.00  1.00  1.10  1.00  1.00  1.00  1.00  1.00  1.00
Final Vol.:            127  294  618  600  735  383  112  1270  483  90  812  217
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1375  1375  1375  1375  1375  1375  1375  1375  1375  1375  1375  1375
Adjustment:            1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Lanes:                 1.00  2.00  2.00  1.00  2.00  2.00  1.00  3.00  1.00  1.00  3.16  0.84
Final Sat.:            1375  2750  2750  1375  2750  2750  1375  4125  1375  1375  4340  1160
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.09  0.11  0.22  0.44  0.27  0.14  0.08  0.31  0.35  0.07  0.19  0.19
Crit Vol:                309  600                423                0
Crit Moves:              ****  ****                ****                ****
*****

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T2/T3 Optional Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #38 CENTURY BLVD. @ SEPULVEDA BLVD.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.795
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        70          Level Of Service:          C
*****
Street Name:          SEPULVEDA BLVD.          CENTURY BLVD.
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Ignore          Include          Include          Include
Min. Green:           0 0 0          0 0 0          0 0 0          0 0 0
Lanes:                0 0 4 0 1          0 0 4 0 1          0 0 0 0 0          1 1 0 0 2
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             0 3537          0 0 2773          51 0 0 0          479 90 236
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          0 3537          0 0 2773          51 0 0 0          479 90 236
Added Vol:            0 0          0 0 0          0 0 0          0 0 0
PasserByVol:         0 0          0 0 0          0 0 0          0 0 0
Initial Fut:          0 3537          0 0 2773          51 0 0 0          479 90 236
User Adj:             1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:          0 3537          0 0 2773          51 0 0 0          479 90 236
Reduct Vol:           0 0          0 0 0          0 0 0          0 0 0
Reduced Vol:         0 3537          0 0 2773          51 0 0 0          479 90 236
PCE Adj:              1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.10
Final Vol.:           0 3537          0 0 2773          51 0 0 0          527 90 260
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                0.00 4.00 1.00 0.00 4.00 1.00 0.00 0.00 0.00 1.71 0.29 2.00
Final Sat.:           0 6000 1500          0 6000 1500          0 0 0          2562 438 3000
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.59 0.00          0.00 0.46 0.03 0.00 0.00 0.00 0.21 0.21 0.09
Crit Vol:              884          0          0          308
Crit Moves:           ****          ****          ****
*****

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T2/T3 Optional Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #39 CENTURY BLVD. @ 405 N/B RAMP
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.676
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        44          Level Of Service:          B
*****
Street Name:          405 NORTH OFF RAMP          CENTURY BLVD
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|
Control:                Permitted          Permitted          Permitted          Permitted
Rights:                 Include          Include          Include          Include
Min. Green:             0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                  2  0  0  0  1    0  0  0  0  1    1  0  2  1  1    0  0  2  1  0
-----|-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 4 Aug 2004 << Employee PM
Base Vol:               667  0  347          0  0  40          24 1804  567          0  912  14
Growth Adj:             1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:            667  0  347          0  0  40          24 1804  567          0  912  14
Added Vol:              0  0  0          0  0  0          0  0  0          0  0  0
PasserByVol:           0  0  0          0  0  0          0  0  0          0  0  0
Initial Fut:           667  0  347          0  0  40          24 1804  567          0  912  14
User Adj:               1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:                1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Volume:            667  0  347          0  0  40          24 1804  567          0  912  14
Reduct Vol:             0  0  0          0  0  0          0  0  0          0  0  0
Reduced Vol:           667  0  347          0  0  40          24 1804  567          0  912  14
PCE Adj:                1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
MLF Adj:                1.10 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.10          1.00 1.00 1.00
Final Vol.:            734  0  347          0  0  40          24 1804  624          0  912  14
-----|-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1500 1500 1500          1500 1500 1500          1500 1500 1500          1500 1500 1500
Adjustment:            1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Lanes:                 2.00 0.00 1.00          0.00 0.00 1.00          1.00 2.97 1.03          0.00 2.95 0.05
Final Sat.:           3000  0 1500          0  0 1500          1500 4459 1541          0 4432  68
-----|-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.24 0.00 0.23          0.00 0.00 0.03          0.02 0.40 0.40          0.00 0.21 0.21
Crit Vol:              367          40          607          0
Crit Moves:          ****          ****          ****          ****
*****

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Study Area Intersection Capacity Analysis

T2/T3 Optional Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #47 IMPERIAL HWY. @ DOUGLAS ST.
*****
Cycle (sec):      100          Critical Vol./Cap. (X):      0.693
Loss Time (sec):  0 (Y+R = 4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:    74          Level Of Service:      B
*****
Street Name:      DOUGLAS STREET          IMPERIAL HWY.
Approach:         North Bound          South Bound          East Bound          West Bound
Movement:        L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|
Control:         Split Phase          Split Phase          Protected          Protected
Rights:          Include          Include          Include          Include
Min. Green:      0 0 0          0 0 0          0 0 0          0 0 0
Lanes:          1 0 1 0 2          1 0 1! 0 1          1 0 2 1 0          2 0 2 1 0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:        156 23 393          56 32 14          21 1543 151 123 572 34
Growth Adj:     1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:     156 23 393          56 32 14          21 1543 151 123 572 34
Added Vol:       0 0 0          0 0 0          0 0 0          0 0 0
PasserByVol:    0 0 0          0 0 0          0 0 0          0 0 0
Initial Fut:     156 23 393          56 32 14          21 1543 151 123 572 34
User Adj:       1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:        1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:     156 23 393          56 32 14          21 1543 151 123 572 34
Reduct Vol:     0 0 0          0 0 0          0 0 0          0 0 0
Reduced Vol:    156 23 393          56 32 14          21 1543 151 123 572 34
PCE Adj:        1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:        1.00 1.00 1.10          1.10 1.00 1.10          1.00 1.00 1.00 1.10 1.00 1.00
Final Vol.:     156 23 432          62 32 15          21 1543 151 135 572 34
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:       1375 1375 1375          1375 1375 1375          1375 1375 1375 1375 1375 1375
Adjustment:     1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00 1.00 1.00 1.00
Lanes:         1.00 1.00 2.00          1.70 0.30 1.00          1.00 2.73 0.27          2.00 2.83 0.17
Final Sat.:    1375 1375 2750          2331 419 1375          1375 3757 368          2750 3894 231
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:        0.11 0.02 0.16          0.03 0.08 0.01          0.02 0.41 0.41          0.05 0.15 0.15
Crit Vol:       216          105          565          68
Crit Moves:     ****          ****          ****          ****
*****

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Study Area Intersection Capacity Analysis

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #65 SEPULVEDA @ H. HUGHES PARKWAY
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.721
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        52          Level Of Service:          C
*****
Street Name:          Sepulveda Boulevard          H. Hughes Parkway
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|
Control:               Permitted          Permitted          Permitted          Permitted
Rights:                Ignore          Include          Include          Include
Min. Green:            0 0 0          0 0 0          0 0 0          0 0 0
Lanes:                 0 0 4 0 1      2 0 3 0 0      0 0 0 0 0      3 0 0 0 1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              0 1439 669 580 2543 0 0 0 0 637 0 105
Growth Adj:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:           0 1439 669 580 2543 0 0 0 0 637 0 105
Added Vol:             0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol:          0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:           0 1439 669 580 2543 0 0 0 0 637 0 105
User Adj:              1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:               1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:            0 1439 0 580 2543 0 0 0 0 637 0 105
Reduct Vol:           0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:          0 1439 0 580 2543 0 0 0 0 637 0 105
PCE Adj:               1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:               1.00 1.00 0.00 1.10 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00
Final Vol.:            0 1439 0 638 2543 0 0 0 0 701 0 105
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                 0.00 4.00 1.00 2.00 3.00 0.00 0.00 0.00 0.00 3.00 0.00 1.00
Final Sat.:            0 6000 1500 3000 4500 0 0 0 0 4500 0 1500
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.00 0.24 0.00 0.21 0.57 0.00 0.00 0.00 0.00 0.16 0.00 0.07
Crit Vol:              0 848 0 234
Crit Moves:           ****          ****          ****
*****

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Study Area Intersection Capacity Analysis

T2/T3 Optional Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #67 IMPERIAL HWY. @ La CIENEGA BLVD.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.768
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        98          Level Of Service:          C
*****
Street Name:          La CIENEGA BLVD.          IMPERIAL HWY.
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|
Control:              Protected          Protected          Protected          Protected
Rights:               Include          Include          Include          Include
Min. Green:           0 0 0          0 0 0          0 0 0          0 0 0
Lanes:                2 0 1 1 1          2 0 1 1 1          2 0 3 0 2          2 0 3 0 2
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             64 203 695 397 388 245 229 1295 148 42 370 169
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          64 203 695 397 388 245 229 1295 148 42 370 169
Added Vol:            0 0 0          0 0 0          0 0 0          0 0 0
PasserByVol:         0 0 0          0 0 0          0 0 0          0 0 0
Initial Fut:          64 203 695 397 388 245 229 1295 148 42 370 169
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           64 203 695 397 388 245 229 1295 148 42 370 169
Reduct Vol:           0 0 0          0 0 0          0 0 0          0 0 0
Reduced Vol:          64 203 695 397 388 245 229 1295 148 42 370 169
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.10 1.00 1.10 1.10 1.00 1.10 1.10 1.00 1.10 1.10 1.00 1.10
Final Vol.:           70 203 765 437 388 270 252 1295 163 46 370 186
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                2.00 1.00 2.00 2.00 1.77 1.23 2.00 3.00 2.00 2.00 3.00 2.00
Final Sat.:           2750 1375 2750 2750 2434 1691 2750 4125 2750 2750 4125 2750
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.03 0.15 0.28 0.16 0.16 0.16 0.09 0.31 0.06 0.02 0.09 0.07
Crit Vol:             382 218          432          23
Crit Moves:           ****  ****          ****          ****
*****

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Study Area Intersection Capacity Analysis

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T2/T3 Optional Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #68 IMPERIAL HWY @MAIN STREET
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.699
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        62          Level Of Service:          B
*****
Street Name:          MAIN STREET          IMPERIAL HWY
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Split Phase          Split Phase          Permitted          Protected
Rights:                Ignore              Include              Include              Include
Min. Green:            0 0 0              0 0 0              0 0 0              0 0 0
Lanes:                 1 1 0 0 1          0 0 1! 0 0          1 0 2 0 1          2 0 2 0 1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              230 0 450          4 1 1              0 1066 395 587 747 2
Growth Adj:            1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00 1.00 1.00
Initial Bse:           230 0 450          4 1 1              0 1066 395 587 747 2
Added Vol:             0 0 0              0 0 0              0 15 0 0 15 0
PasserByVol:          0 0 0              0 0 0              0 0 0 0 0 0 0
Initial Fut:           230 0 450          4 1 1              0 1081 395 587 762 2
User Adj:              1.00 1.00 0.00          1.00 1.00 1.00          1.00 1.00 1.00 1.00 1.00
PHF Adj:               1.00 1.00 0.00          1.00 1.00 1.00          1.00 1.00 1.00 1.00 1.00
PHF Volume:            230 0 0              4 1 1              0 1081 395 587 762 2
Reduct Vol:           0 0 0              0 0 0              0 0 0 0 0 0 0
Reduced Vol:           230 0 0              4 1 1              0 1081 395 587 762 2
PCE Adj:               1.00 1.00 0.00          1.00 1.00 1.00          1.00 1.00 1.00 1.00 1.00
MLF Adj:               1.10 1.00 0.00          1.00 1.00 1.00          1.00 1.00 1.00 1.10 1.00
Final Vol.:            253 0 0              4 1 1              0 1081 395 646 762 2
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425 1425 1425          1425 1425 1425          1425 1425 1425 1425 1425
Adjustment:            1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00 1.00 1.00
Lanes:                 2.00 0.00 1.00          0.66 0.17 0.17          1.00 2.00 1.00 2.00 2.00
Final Sat.:            2850 0 1425          950 238 238          1425 2850 1425 2850 2850
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.09 0.00 0.00          0.00 0.00 0.00          0.00 0.38 0.28 0.23 0.27 0.00
Crit Vol:              127                    6                    541                    323
Crit Moves:           ****                    ****                    ****                    ****
*****

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Study Area Intersection Capacity Analysis

T2/T3 Optional Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #69 IMPERIAL HWY @ PERSHING DR.
*****
Cycle (sec):      100          Critical Vol./Cap. (X):      0.574
Loss Time (sec):  0 (Y+R = 4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:    44          Level Of Service:      A
*****
Street Name:      PERSHING DR./HYPERION DWY.          IMPERIAL HWY
Approach:         North Bound          South Bound          East Bound          West Bound
Movement:        L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:         Split Phase          Split Phase          Protected          Permitted
Rights:          Include          Include          Include          Ovl
Min. Green:      0 0 0 0          0 0 0 0          0 0 0 0          0 0 0 0
Lanes:           0 0 0 1 0          2 0 0 0 1          2 0 2 0 0          1 0 2 0 2
-----|-----|-----|-----|
Volume Module:
Base Vol:        0 3 7 914 0 207 153 433 0 1 425 572
Growth Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:    0 3 7 914 0 207 153 433 0 1 425 572
Added Vol:      0 0 0 0 15 0 0 0 0 0 0 0 15
PasserByVol:   0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:    0 3 7 929 0 207 153 433 0 1 425 587
User Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:        1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:     0 3 7 929 0 207 153 433 0 1 425 587
Reduct Vol:     0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:   0 3 7 929 0 207 153 433 0 1 425 587
PCE Adj:        1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:        1.00 1.00 1.00 1.10 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.10
Final Vol.:     0 3 7 1022 0 207 168 433 0 1 425 646
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:       1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:          0.00 0.30 0.70 2.00 0.00 1.00 2.00 2.00 0.00 1.00 2.00 2.00
Final Sat.:     0 428 998 2850 0 1425 2850 2850 0 1425 2850 2850
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:        0.00 0.01 0.01 0.36 0.00 0.15 0.06 0.15 0.00 0.00 0.15 0.23
Crit Vol:       10 511 84 213
Crit Moves:     **** **** **** ****
*****

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Study Area Intersection Capacity Analysis

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T2/T3 Optional Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #71 IMPERIAL HWY @ SEPULVEDA BL.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          1.393
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          SEPULVEDA BL.          IMPERIAL HWY
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Protected          Protected          Protected          Protected
Rights:                Include          Include          Include          Include
Min. Green:            0 0 0          0 0 0          0 0 0          0 0 0
Lanes:                 1 0 3 0 1      2 0 3 1 0      2 0 3 0 1      2 0 3 0 1
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee P.M.
Base Vol:              145 1810 1014 688 2412 16 235 368 172 159 340 394
Growth Adj:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:           145 1810 1014 688 2412 16 235 368 172 159 340 394
Added Vol:              0 0 0          0 0 0          0 0 0          0 0 0
PasserByVol:           0 0 0          0 0 0          0 0 0          0 0 0
Initial Fut:           145 1810 1014 688 2412 16 235 368 172 159 340 394
User Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:            145 1810 1014 688 2412 16 235 368 172 159 340 394
Reduct Vol:            0 0 0          0 0 0          0 0 0          0 0 0
Reduced Vol:           145 1810 1014 688 2412 16 235 368 172 159 340 394
PCE Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:               1.00 1.00 1.00 1.10 1.00 1.00 1.10 1.00 1.00 1.10 1.00 1.00
Final Vol.:            145 1810 1014 757 2412 16 259 368 172 175 340 394
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                 1.00 3.00 1.00 2.00 3.97 0.03 2.00 3.00 1.00 2.00 3.00 1.00
Final Sat.:            1375 4125 1375 2750 5464 36 2750 4125 1375 2750 4125 1375
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.11 0.44 0.74 0.28 0.44 0.44 0.09 0.09 0.13 0.06 0.08 0.29
Crit Vol:              1014 378          129          394
Crit Moves:            ****  ****          ****          ****
*****

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Study Area Intersection Capacity Analysis

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T2/T3 Optional Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #73 IMPERIAL HWY @ NASH ST.
*****
Cycle (sec):      100          Critical Vol./Cap. (X):      0.453
Loss Time (sec):  0 (Y+R = 4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:    34          Level Of Service:      A
*****
Street Name:  FWY 105 OFF RAMP/ NASH STREET          IMPERIAL HWY.
Approach:     North Bound          South Bound          East Bound          West Bound
Movement:     L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|
Control:      Split Phase          Split Phase          Permitted          Protected
Rights:       Include          Include          Include          Include
Min. Green:   0 0 0 0 2          0 0 0 0          0 0 0 0          0 0 0 0
Lanes:        1 0 0 0 2          1 1 0 1 1          0 0 2 1 0          2 0 3 0 0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:     127 0 255 100 180 183 0 999 58 36 778 0
Growth Adj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:  127 0 255 100 180 183 0 999 58 36 778 0
Added Vol:    0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol:  0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:  127 0 255 100 180 183 0 999 58 36 778 0
User Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:   127 0 255 100 180 183 0 999 58 36 778 0
Reduct Vol:   0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:  127 0 255 100 180 183 0 999 58 36 778 0
PCE Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.10 1.10 1.00 1.10 1.00 1.00 1.00 1.10 1.00 1.00
Final Vol.:   127 0 281 110 180 201 0 999 58 40 778 0
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:     1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:        1.00 0.00 2.00 1.00 1.35 1.65 0.00 2.84 0.16 2.00 3.00 0.00
Final Sat.:   1425 0 2850 1425 1929 2346 0 4040 235 2850 4275 0
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.09 0.00 0.10 0.08 0.09 0.09 0.00 0.25 0.25 0.01 0.18 0.00
Crit Vol:     140 133 352 20
Crit Moves:   **** **** **** ****
*****

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Study Area Intersection Capacity Analysis

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T2/T3 Optional Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #74 IMPERIAL HWY. @ 105 RAMP
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.626
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        50          Level Of Service:          B
*****
Street Name:          / 105 RAMP          IMPERIAL HWY.
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Split Phase          Split Phase          Permitted          Protected
Rights:               Ovl          Ovl          Include          Include
Min. Green:           0 0 0          0 0 0          0 0 0          0 0 0
Lanes:                2 0 0 0 2          0 0 0 0 0          0 0 2 1 1          2 0 2 0 0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             513 0 203          0 0 0          0 1592 490 140 628 0
Growth Adj:           1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00 1.00 1.00
Initial Bse:           513 0 203          0 0 0          0 1592 490 140 628 0
Added Vol:            0 0 0          0 0 0          0 0 0          0 0 0
PasserByVol:          0 0 0          0 0 0          0 0 0          0 0 0
Initial Fut:           513 0 203          0 0 0          0 1592 490 140 628 0
User Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00 1.00 1.00
PHF Adj:               1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00 1.00 1.00
PHF Volume:           513 0 203          0 0 0          0 1592 490 140 628 0
Reduct Vol:           0 0 0          0 0 0          0 0 0          0 0 0
Reduced Vol:           513 0 203          0 0 0          0 1592 490 140 628 0
PCE Adj:               1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00 1.00 1.00
MLF Adj:               1.10 1.00 1.10          1.00 1.00 1.00          1.00 1.00 1.10 1.10 1.00
Final Vol.:           564 0 223          0 0 0          0 1592 539 154 628 0
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425 1425          1425 1425 1425          1425 1425 1425 1425 1425
Adjustment:           1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00 1.00 1.00
Lanes:                2.00 0.00 2.00          0.00 0.00 0.00          0.00 2.99 1.01 2.00 2.00 0.00
Final Sat.:           2850 0 2850          0 0 0          0 4258 1442 2850 2850 0
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.20 0.00 0.08          0.00 0.00 0.00          0.00 0.37 0.37 0.05 0.22 0.00
Crit Vol:              282          0          533          77
Crit Moves:           ****          ****          ****
*****

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Study Area Intersection Capacity Analysis

T2/T3 Optional Lot

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-----
Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #75 IMPERIAL HWY. @ 405 NORTH RAMP
*****
Cycle (sec):      100          Critical Vol./Cap. (X):      0.832
Loss Time (sec):  0 (Y+R = 4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:   111          Level Of Service:      D
*****
Street Name:      405 NORTH RAMP          IMPERIAL HWY
Approach:         North Bound          South Bound          East Bound          West Bound
Movement:        L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:         Split Phase          Split Phase          Permitted          Permitted
Rights:          Include             Include             Ignore             Ignore
Min. Green:      0 0 0          0 0 0          0 0 0          0 0 0
Lanes:          1 0 1! 0 0          0 0 0 0 0          0 0 2 1 1          0 0 2 1 1
-----|-----|-----|-----|
Volume Module:
Base Vol:        169 0 291          0 0 0          0 2684 285          0 440 239
Growth Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:     169 0 291          0 0 0          0 2684 285          0 440 239
Added Vol:       0 0 0          0 0 0          0 0 0          0 0 0
PasserByVol:    0 0 0          0 0 0          0 0 0          0 0 0
Initial Fut:     169 0 291          0 0 0          0 2684 285          0 440 239
User Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
PHF Adj:        1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
PHF Volume:     169 0 291          0 0 0          0 2684 0          0 440 0
Reduct Vol:     0 0 0          0 0 0          0 0 0          0 0 0
Reduced Vol:    169 0 291          0 0 0          0 2684 0          0 440 0
PCE Adj:        1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
MLF Adj:        1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
Final Vol.:     186 0 291          0 0 0          0 2684 0          0 440 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:       1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:         1.00 0.00 1.00 0.00 0.00 0.00 0.00 3.00 1.00 0.00 3.00 1.00
Final Sat.:    1425 0 1425          0 0 0          0 4275 1425          0 4275 1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:        0.13 0.00 0.20 0.00 0.00 0.00 0.00 0.63 0.00 0.00 0.10 0.00
Crit Vol:       291          0          895          0
Crit Moves:          ****          ****          ****
*****

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Study Area Intersection Capacity Analysis

Adjusted Baseline 2016 plus Proj PM Thu Jan 5, 2017 15:11:51

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T2/T3 Optional Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #89 La CIENEGA BLVD. @ LENNOX BLVD
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.600
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        47          Level Of Service:          B
*****
Street Name:          La CIENEGA BLVD.          LENNOX BLVD
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:                Permitted          Permit+Prot          Split Phase          Split Phase
Rights:                 Include          Include          Include          Include
Min. Green:             0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                  0  0  1  1  0          1  0  2  1  0          0  0  0  0  0          1  1  0  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:               0  556  361  318  724  4  0  0  0  71  0  79
Growth Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:            0  556  361  318  724  4  0  0  0  71  0  79
Added Vol:              0  0  0  0  0  0  0  0  0  0  0  0
PasserByVol:           0  0  0  0  0  0  0  0  0  0  0  0
Initial Fut:           0  556  361  318  724  4  0  0  0  71  0  79
User Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:                1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:            0  556  361  318  724  4  0  0  0  71  0  79
Reduct Vol:            0  0  0  0  0  0  0  0  0  0  0  0
Reduced Vol:           0  556  361  318  724  4  0  0  0  71  0  79
PCE Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00
Final Vol.:            0  556  361  318  724  4  0  0  0  78  0  79
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                 0.00 1.21 0.79 1.00 2.98 0.02 0.00 0.00 0.00 2.00 0.00 1.00
Final Sat.:            0 1728 1122 1425 4252 23 0 0 0 2850 0 1425
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.00 0.32 0.32 0.22 0.17 0.17 0.00 0.00 0.00 0.03 0.00 0.06
Crit Vol:              459          318          0          79
Crit Moves:            ****          ****          ****
*****

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Study Area Intersection Capacity Analysis

T2/T3 Optional Lot

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-----
Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #94 La CIENEGA BLVD. @ 111TH STREET
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.371
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        30          Level Of Service:          A
*****
Street Name:          La CIENEGA BLVD.          / 111TH STREET
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Split Phase          Split Phase
Rights:               Include            Include            Include            Include
Min. Green:           0 0 0            0 0 0            0 0 0            0 0 0
Lanes:                1 0 2 0 0        0 0 2 1 0        2 0 0 0 1        0 0 0 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:             53 782          0 0 851          68 115 0 138          0 0 0
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          53 782          0 0 851          68 115 0 138          0 0 0
Added Vol:            0 0 0            0 0 0            0 0 0            0 0 0
PasserByVol:         0 0 0            0 0 0            0 0 0            0 0 0
Initial Fut:          53 782          0 0 851          68 115 0 138          0 0 0
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           53 782          0 0 851          68 115 0 138          0 0 0
Reduct Vol:           0 0 0            0 0 0            0 0 0            0 0 0
Reduced Vol:          53 782          0 0 851          68 115 0 138          0 0 0
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00
Final Vol.:           53 782          0 0 851          68 127 0 138          0 0 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                1.00 2.00 0.00 0.00 2.78 0.22 2.00 0.00 1.00 0.00 0.00 0.00
Final Sat.:           1425 2850 0 0 3959 316 2850 0 1425 0 0 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.04 0.27 0.00 0.00 0.21 0.21 0.04 0.00 0.10 0.00 0.00 0.00
Crit Vol:              391 0 0 0 138 0
Crit Moves:           ****          ****          ****
*****

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Study Area Intersection Capacity Analysis

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T2/T3 Optional Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #96 La CIENEGA BLVD. @ 405 S/B RAPM
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.824
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        105          Level Of Service:          D
*****
Street Name:          La CIENEGA BLVD.          405 N/B RAPM
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|
Control:                Permitted          Permitted          Split Phase          Split Phase
Rights:                  Ovl          Include          Include          Include
Min. Green:              0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                   0  0  1  1  1          1  0  2  0  0          0  0  0  0  0          1  0  1!  0  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:                0  620  64  199  790  0  0  0  0  873  0  369
Growth Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:              0  620  64  199  790  0  0  0  0  873  0  369
Added Vol:                0  0  0  0  0  0  0  0  0  0  0  0
PasserByVol:              0  0  0  0  0  0  0  0  0  0  0  0
Initial Fut:              0  620  64  199  790  0  0  0  0  873  0  369
User Adj:                 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:                  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:                0  620  64  199  790  0  0  0  0  873  0  369
Reduct Vol:                0  0  0  0  0  0  0  0  0  0  0  0
Reduced Vol:              0  620  64  199  790  0  0  0  0  873  0  369
PCE Adj:                  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:                  1.00 1.00  1.10  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:                0  620  70  199  790  0  0  0  0  960  0  369
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:                1425 1425  1425  1425 1425  1425 1425 1425  1425 1425 1425  1425
Adjustment:              1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
Lanes:                    0.00 2.00  1.00  1.00 2.00  0.00 0.00 0.00  0.00 1.44 0.00  0.56
Final Sat.:                0 2850  1425  1425 2850  0  0  0  0  2059  0  791
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:                  0.00 0.22  0.05  0.14 0.28  0.00 0.00 0.00  0.00 0.47 0.00  0.47
Crit Vol:                  310          199          0          665
Crit Moves:                ****          ****          ****
*****

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Study Area Intersection Capacity Analysis

T2/T3 Optional Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #97 La CIENEGA BLVD. @ 405 S/B RAMP
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.421
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        39          Level Of Service:          A
*****
Street Name:          La CIENEGA BLVD.          405 S/B RAMP
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|
Control:              Protected          Protected          Split Phase          Split Phase
Rights:               Include          Include          Include          Ovl
Min. Green:           0 0 0          0 0 0          0 0 0          0 0 0
Lanes:                0 0 1 1 0          2 0 1 1 0          0 0 0 0 1          0 0 0 0 2
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             0 652 39 360 860 1 0 0 2 0 0 420
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          0 652 39 360 860 1 0 0 2 0 0 420
Added Vol:            0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol:          0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:          0 652 39 360 860 1 0 0 2 0 0 420
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           0 652 39 360 860 1 0 0 2 0 0 420
Reduct Vol:           0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:          0 652 39 360 860 1 0 0 2 0 0 420
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.10
Final Vol.:           0 652 39 396 860 1 0 0 2 0 0 462
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                0.00 1.89 0.11 2.00 1.99 0.01 0.00 0.00 1.00 0.00 0.00 2.00
Final Sat.:           0 2595 155 2750 2747 3 0 0 1375 0 0 2750
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.25 0.25 0.14 0.31 0.31 0.00 0.00 0.00 0.00 0.00 0.17
Crit Vol:              345 0 0 0 0 0 0 0 2 0 0 231
Crit Moves:           ****          ****          ****          ****
*****

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T2/T3 Optional Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #98 La CIENEGA BLVD. @ 405 S/B RAMP
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.361
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        29          Level Of Service:          A
*****
Street Name:          La CIENEGA BLVD.          405 S/B RAMP
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|
Control:                Permitted          Permitted          Split Phase          Split Phase
Rights:                  Include          Include          Include          Include
Min. Green:              0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                   1  0  2  0  1          1  0  2  1  0          0  0  0  0  1          2  0  0  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:                27  619  30          67  901  3          0  0  11  231  0  231
Growth Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:              27  619  30          67  901  3          0  0  11  231  0  231
Added Vol:                0  0  0          0  0  0          0  0  0          0  0  0
PasserByVol:              0  0  0          0  0  0          0  0  0          0  0  0
Initial Fut:              27  619  30          67  901  3          0  0  11  231  0  231
User Adj:                 1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:                  1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:                27  619  30          67  901  3          0  0  11  231  0  231
Reduct Vol:                0  0  0          0  0  0          0  0  0          0  0  0
Reduced Vol:              27  619  30          67  901  3          0  0  11  231  0  231
PCE Adj:                  1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:                   1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:                27  619  30          67  901  3          0  0  11  254  0  231
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:                1425 1425  1425          1425 1425  1425          1425 1425  1425  1425 1425  1425
Adjustment:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                    1.00 2.00  1.00          1.00 2.99  0.01          0.00 0.00  1.00  2.00 0.00  1.00
Final Sat.:              1425 2850  1425          1425 4261  14          0  0  1425  2850  0  1425
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:                  0.02 0.22  0.02          0.05 0.21  0.21          0.00 0.00  0.01  0.09 0.00  0.16
Crit Vol:                  310          67          11  127
Crit Moves:                ****          ****          ****  ****
*****

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T2/T3 Optional Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #101 SEPULVEDA BLVD. @ LA TIJERA BLVD.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.889
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        180          Level Of Service:          D
*****
Street Name:          Sepulveda Boulevard          La Tijera Boulevard
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Prot+Permit          Prot+Permit          Prot+Permit          Prot+Permit
Rights:                Include             Include             Include             Include
Min. Green:            0 0 0              0 0 0              0 0 0              0 0 0
Lanes:                 1 0 3 0 1          1 0 3 0 1          1 0 2 0 1          1 0 1 1 0
-----|-----|-----|-----|
Volume Module:
Base Vol:              126 1278 227 118 1750 145 133 361 100 332 270 69
Growth Adj:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:           126 1278 227 118 1750 145 133 361 100 332 270 69
Added Vol:              0 0 0              0 0 0              0 0 0              0 0 0
PasserByVol:           0 0 0              0 0 0              0 0 0              0 0 0
Initial Fut:           126 1278 227 118 1750 145 133 361 100 332 270 69
User Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:            126 1278 227 118 1750 145 133 361 100 332 270 69
Reduct Vol:            0 0 0              0 0 0              0 0 0              0 0 0
Reduced Vol:           126 1278 227 118 1750 145 133 361 100 332 270 69
PCE Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:            126 1278 227 118 1750 145 133 361 100 332 270 69
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                 1.00 3.00 1.00 1.00 3.00 1.00 1.00 2.00 1.00 1.00 1.59 0.41
Final Sat.:            1375 4125 1375 1375 4125 1375 1375 2750 1375 1375 2190 560
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.09 0.31 0.17 0.09 0.42 0.11 0.10 0.13 0.07 0.24 0.12 0.12
Crit Vol:              126 583 181 332
Crit Moves:           ****  ****  ****  ****
*****

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T2/T3 Optional Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #108 SEPULVEDA BLVD. @ LINCOLN BLVD.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          1.034
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          SEPULVEDA BOULEVARD          LINCOLN BOULEVARD
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|
Control:               Protected          Permitted          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0 0 0          0 0 0          0 0 0          0 0 0
Lanes:                 4 0 2 1 0      0 0 3 1 0      0 0 0 0 4      0 0 1! 0 0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              1558 2013          0 0 2116 42          0 0 1839          0 0 0
Growth Adj:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:           1558 2013          0 0 2116 42          0 0 1839          0 0 0
Added Vol:              0 0 0          0 0 0 0          0 0 0          0 0 0
PasserByVol:           0 0 0          0 0 0 0          0 0 0          0 0 0
Initial Fut:           1558 2013          0 0 2116 42          0 0 1839          0 0 0
User Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:            1558 2013          0 0 2116 42          0 0 1839          0 0 0
Reduct Vol:            0 0 0          0 0 0 0          0 0 0          0 0 0
Reduced Vol:           1558 2013          0 0 2116 42          0 0 1839          0 0 0
PCE Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:               1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00 1.00
Final Vol.:            1714 2013          0 0 2116 42          0 0 2023          0 0 0
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                 4.00 3.00 0.00 0.00 3.92 0.08 0.00 0.00 4.00 0.00 1.00 0.00
Final Sat.:            5700 4275          0 0 5589 111          0 0 5700          0 1425 0
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.30 0.47 0.00 0.00 0.38 0.38 0.00 0.00 0.35 0.00 0.00 0.00
Crit Vol:              428          539          506          0
Crit Moves:           ****          ****          ****
*****

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T2/T3 Optional Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #114 SEPULVEDA BLVD. @ MANCHESTER AVE.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.955
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          Sepulveda Boulevard          Manchester Avenue
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|
Control:               Prot+Permit          Prot+Permit          Protected          Prot+Permit
Rights:                Ovl          Ovl          Ovl          Ovl
Min. Green:            0 0 0          0 0 0          0 0 0          0 0 0
Lanes:                 1 0 3 0 1          1 0 3 0 1          2 0 2 0 1          1 0 1 1 0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              171 1356 120 351 1811 279 224 797 132 111 529 207
Growth Adj:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:           171 1356 120 351 1811 279 224 797 132 111 529 207
Added Vol:              0 0 0          0 0 0          0 0 0          0 0 0
PasserByVol:           0 0 0          0 0 0          0 0 0          0 0 0
Initial Fut:           171 1356 120 351 1811 279 224 797 132 111 529 207
User Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:            171 1356 120 351 1811 279 224 797 132 111 529 207
Reduct Vol:            0 0 0          0 0 0          0 0 0          0 0 0
Reduced Vol:           171 1356 120 351 1811 279 224 797 132 111 529 207
PCE Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00
Final Vol.:            171 1356 120 351 1811 279 246 797 132 111 529 207
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                 1.00 3.00 1.00 1.00 3.00 1.00 2.00 2.00 1.00 1.00 1.44 0.56
Final Sat.:            1375 4125 1375 1375 4125 1375 2750 2750 1375 1375 1977 773
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.12 0.33 0.09 0.26 0.44 0.20 0.09 0.29 0.10 0.08 0.27 0.27
Crit Vol:               452          351          399          111
Crit Moves:            ****          ****          ****          ****
*****

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T2/T3 Optional Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #123 WESTCHESTER PARKWAY @ PERSHING DRIVE
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.368
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        29          Level Of Service:          A
*****
Street Name:          Pershing Drive          Westchester Parkway
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:                Permitted          Protected          Permitted          Permitted
Rights:                  Include          Include          Include          Include
Min. Green:              0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                   0  0  2  0  1          1  0  2  0  0          0  0  0  0  0          2  0  0  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:                0  582  319          77  645          0          0  0  0          192  0  111
Growth Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:              0  582  319          77  645          0          0  0  0          192  0  111
Added Vol:                0  0  15          0  0  0          0  0  0          15  0  0
PasserByVol:              0  0  0          0  0  0          0  0  0          0  0  0
Initial Fut:              0  582  334          77  645          0          0  0  0          207  0  111
User Adj:                 1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:                  1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Volume:                0  582  334          77  645          0          0  0  0          207  0  111
Reduct Vol:                0  0  0          0  0  0          0  0  0          0  0  0
Reduced Vol:              0  582  334          77  645          0          0  0  0          207  0  111
PCE Adj:                  1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
MLF Adj:                  1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.10 1.00 1.00
Final Vol.:                0  582  334          77  645          0          0  0  0          228  0  111
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:                1425 1425 1425          1425 1425 1425          1425 1425 1425          1425 1425 1425
Adjustment:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Lanes:                    0.00 2.00 1.00          1.00 2.00 0.00          0.00 0.00 0.00          2.00 0.00 1.00
Final Sat.:                0 2850 1425          1425 2850          0          0  0  0          2850  0  1425
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:                  0.00 0.20 0.23          0.05 0.23 0.00          0.00 0.00 0.00          0.08 0.00 0.08
Crit Vol:                  334  77          0          114
Crit Moves:                ****  ****          ****
*****

```

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Study Area Intersection Capacity Analysis

T2/T3 Optional Lot

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-----
Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #135 SEPULVEDA BLVD. @ WESTCHESTER PARKWAY
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.963
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          Sepulveda Boulevard          Westchester Parkway
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Prot+Permit          Prot+Permit          Prot+Permit          Prot+Permit
Rights:                Include              Include              Include              Include
Min. Green:            0 0 0              0 0 0              0 0 0              0 0 0
Lanes:                 1 0 3 0 1          1 0 3 0 1          1 0 1 1 0          1 0 1 1 0
-----|-----|-----|-----|
Volume Module:
Base Vol:              195 1618          76 218 2009          67 64 279 102 269 292 211
Growth Adj:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:           195 1618          76 218 2009          67 64 279 102 269 292 211
Added Vol:              0 0 0              0 0 0              0 0 0              0 0 0
PasserByVol:           0 0 0              0 0 0              0 0 0              0 0 0
Initial Fut:           195 1618          76 218 2009          67 64 279 102 269 292 211
User Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:            195 1618          76 218 2009          67 64 279 102 269 292 211
Reduct Vol:            0 0 0              0 0 0              0 0 0              0 0 0
Reduced Vol:           195 1618          76 218 2009          67 64 279 102 269 292 211
PCE Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:            195 1618          76 218 2009          67 64 279 102 269 292 211
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                 1.00 3.00 1.00 1.00 3.00 1.00 1.00 1.46 0.54 1.00 1.16 0.84
Final Sat.:            1375 4125 1375 1375 4125 1375 1375 2014 736 1375 1596 1154
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.14 0.39 0.06 0.16 0.49 0.05 0.05 0.14 0.14 0.20 0.18 0.18
Crit Vol:              195 670 190 269
Crit Moves:           ****          ****          ****          ****
*****

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Study Area Intersection Capacity Analysis

Adjusted Baseline 2016 plus Proj PM Thu Jan 5, 2017 15:11:51

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T2/T3 Optional Lot

```

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #136 SEPULVEDA @ 76th/77th STREET
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.557
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        33          Level Of Service:          A
*****
Street Name:          Sepulveda Boulevard          76th/77th Street
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                1  0  3  0  1      1  0  3  0  1      2  0  1  0  1      1  0  1  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             66 1666          39 127 1411          332 192 39 54 23 48 36
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:           66 1666          39 127 1411          332 192 39 54 23 48 36
Added Vol:            0  0  0          0  0  0          0  0  0  0  0  0  0
PasserByVol:          0  0  0          0  0  0          0  0  0  0  0  0  0
Initial Fut:           66 1666          39 127 1411          332 192 39 54 23 48 36
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           66 1666          39 127 1411          332 192 39 54 23 48 36
Reduct Vol:           0  0  0          0  0  0          0  0  0  0  0  0  0
Reduced Vol:           66 1666          39 127 1411          332 192 39 54 23 48 36
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00
Final Vol.:           66 1666          39 127 1411          332 211 39 54 23 48 36
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                1.00 3.00 1.00 1.00 3.00 1.00 2.00 1.00 1.00 1.00 1.00 1.00
Final Sat.:           1500 4500 1500 1500 4500 1500 3000 1500 1500 1500 1500 1500
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.04 0.37 0.03 0.08 0.31 0.22 0.07 0.03 0.04 0.02 0.03 0.02
Crit Vol:              555          127          106          48
Crit Moves:           ****          ****          ****          ****
*****

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Study Area Intersection Capacity Analysis

T2/T3 Optional Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #137 SEPULVEDA BLVD. @ 79th/80th STREET
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.574
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        34          Level Of Service:          A
*****
Street Name:          Sepulveda Boulevard          79th/80th Street
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0 0 0          0 0 0          0 0 0          0 0 0
Lanes:                1 0 2 1 0        1 0 3 0 1        1 0 1 0 1        1 0 0 1 0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             88 1851          34 36 1453 189 116 60 86 29 49 31
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          88 1851          34 36 1453 189 116 60 86 29 49 31
Added Vol:            0 0 0          0 0 0 0 0 0 0 0 0 0
PasserByVol:         0 0 0          0 0 0 0 0 0 0 0 0 0
Initial Fut:          88 1851          34 36 1453 189 116 60 86 29 49 31
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           88 1851          34 36 1453 189 116 60 86 29 49 31
Reduct Vol:           0 0 0          0 0 0 0 0 0 0 0 0 0
Reduced Vol:          88 1851          34 36 1453 189 116 60 86 29 49 31
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:           88 1851          34 36 1453 189 116 60 86 29 49 31
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                1.00 2.95 0.05 1.00 3.00 1.00 1.00 1.00 1.00 1.00 0.61 0.39
Final Sat.:           1500 4419          81 1500 4500 1500 1500 1500 1500 1500 919 581
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.06 0.42 0.42 0.02 0.32 0.13 0.08 0.04 0.06 0.02 0.05 0.05
Crit Vol:              628          36          116          80
Crit Moves:           ****          ****          ****          ****
*****

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Study Area Intersection Capacity Analysis

Adjusted Baseline 2016 plus Proj PM Thu Jan 5, 2017 15:11:51

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T2/T3 Optional Lot

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #138 SEPULVEDA BLVD. @ 83rd STREET
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.527
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        30          Level Of Service:          A
*****
Street Name:          Sepulveda Boulevard          83rd Street
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                1  0  2  1  0      1  0  2  1  0      0  0  1!  0  0      1  0  0  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             53 1843          17  42 1497          53  48  43  28          9  30  27
Growth Adj:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:          53 1843          17  42 1497          53  48  43  28          9  30  27
Added Vol:            0  0  0          0  0  0          0  0  0  0          0  0  0
PasserByVol:         0  0  0          0  0  0          0  0  0  0          0  0  0
Initial Fut:          53 1843          17  42 1497          53  48  43  28          9  30  27
User Adj:             1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           53 1843          17  42 1497          53  48  43  28          9  30  27
Reduct Vol:           0  0  0          0  0  0          0  0  0  0          0  0  0
Reduced Vol:          53 1843          17  42 1497          53  48  43  28          9  30  27
PCE Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:           53 1843          17  42 1497          53  48  43  28          9  30  27
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500  1500 1500  1500 1500  1500  1500  1500 1500  1500
Adjustment:           1.00 1.00  1.00  1.00 1.00  1.00 1.00  1.00  1.00  1.00 1.00  1.00
Lanes:                1.00 2.97  0.03  1.00 2.90  0.10  0.40 0.36  0.24  1.00 0.53  0.47
Final Sat.:           1500 4459          41 1500 4346          154  605 542  353  1500 789  711
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.04 0.41  0.41  0.03 0.34  0.34  0.08 0.08  0.08  0.01 0.04  0.04
Crit Vol:              620          42          119          9
Crit Moves:           ****          ****          ****          ****
*****

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Study Area Intersection Capacity Analysis

Adjusted Baseline 2016 plus Proj PM Thu Jan 5, 2017 15:11:51

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T2/T3 Optional Lot

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-----
Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #1000 La CIENEGA BLVD. @ 104 TH STREET
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.477
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        36          Level Of Service:          A
*****
Street Name:          La CIENEGA BLVD.          104 TH STREET
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Prot+Permit          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0 0 0          0 0 0          0 0 0          0 0 0
Lanes:                1 0 1 1 0          1 0 2 1 0          1 0 1 0 1          0 0 1! 0 0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             121 579 12 47 788 53 90 3 271 7 1 11
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          121 579 12 47 788 53 90 3 271 7 1 11
Added Vol:            0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol:         0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:          121 579 12 47 788 53 90 3 271 7 1 11
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           121 579 12 47 788 53 90 3 271 7 1 11
Reduct Vol:           0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:          121 579 12 47 788 53 90 3 271 7 1 11
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:           121 579 12 47 788 53 90 3 271 7 1 11
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                1.00 1.96 0.04 1.00 2.81 0.19 1.00 1.00 1.00 0.37 0.05 0.58
Final Sat.:           1425 2792 58 1425 4006 269 1425 1425 1425 525 75 825
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.08 0.21 0.21 0.03 0.20 0.20 0.06 0.00 0.19 0.01 0.01 0.01
Crit Vol:             121 280 271 7
Crit Moves:          ****          ****          ****          ****
*****

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Study Area Intersection Capacity Analysis

Future 2019 w/ Proj w/ Mitigation-AM Peak

Thu Jan 5, 2017 16:46:17

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T2/T3 Primary Lot

Scenario Report

Scenario: Future 2019 w/ Proj w/ Mitigation-AM Peak

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

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Study Area Intersection Capacity Analysis

Future 2019 w/ Proj w/ Mitigation-AM Peak

Thu Jan 5, 2017 16:46:18

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T2/T3 Primary Lot

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

 Intersection #38 CENTURY BLVD. @ SEPULVEDA BLVD.

Cycle (sec): 100 Critical Vol./Cap. (X): 1.005
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: F

Street Name: SEPULVEDA BLVD.					CENTURY BLVD.				
Approach: North Bound		South Bound			East Bound			West Bound	
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted	
Rights:	Ignore	Include	Include	Include	Include	Include	Include	Include	
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	
Lanes:	0 0 4 0 1	0 0 4 0 1	0 0 4 0 1	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	1 1 0 0 2	1 1 0 0 2	

Volume Module:

Base Vol:	0 4649	0 0 1701	36 0 0 0	0 410	70 347
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	0 4649	0 0 1701	36 0 0 0	0 410	70 347
Added Vol:	0 265	0 0 3	0 0 0 0	0 23	12 123
PasserByVol:	0 0	0 0 0 0	0 0 0 0	0 0	0 0 0
Initial Fut:	0 4914	0 0 1704	36 0 0 0	0 433	82 470
User Adj:	1.00 1.00 0.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 0.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	0 4914	0 0 1704	36 0 0 0	0 433	82 470
Reduct Vol:	0 0	0 0 0	0 0 0 0	0 0	0 0 0
Reduced Vol:	0 4914	0 0 1704	36 0 0 0	0 433	82 470
PCE Adj:	1.00 1.00 0.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 0.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.10 1.00 1.10
Final Vol.:	0 4914	0 0 1704	36 0 0 0	0 476	82 517

Saturation Flow Module:

Sat/Lane:	1500 1500 1500	1500 1500 1500	1500 1500 1500	1500 1500 1500	1500 1500 1500
Adjustment:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Lanes:	0.00 4.00 1.00	0.00 4.00 1.00	0.00 0.00 0.00	1.71 0.29 2.00	1.71 0.29 2.00
Final Sat.:	0 6000 1500	0 6000 1500	0 0 0	2559 441 3000	2559 441 3000

Capacity Analysis Module:

Vol/Sat:	0.00 0.82 0.00	0.00 0.28 0.02	0.00 0.00 0.00	0.19 0.19 0.17	0.19 0.19 0.17
Crit Vol:	1229	0	0	279	279
Crit Moves:	****	****	****	****	****

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Study Area Intersection Capacity Analysis

Future 2019 w/ Proj w/ Mitigation-AM Peak

Thu Jan 5, 2017 16:46:18

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T2/T3 Primary Lot

```

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #74 IMPERIAL HWY. @ 105 RAMP
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          1.047
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          / 105 RAMP          IMPERIAL HWY.
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|-----|-----|-----|
Control:                Split Phase          Split Phase          Permitted          Protected
Rights:                 Ovl          Ovl          Include          Include
Min. Green:             0 0 0 0 2          0 0 0 0 0          0 0 0 0          0 0 0 0
Lanes:                  2 0 0 0 2          0 0 0 0 0          0 0 2 1 1          2 0 2 0 0
-----|-----|-----|-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:               1113 0 370          0 0 0 0          0 301 364          113 1138 0
Growth Adj:             1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:            1113 0 370          0 0 0 0          0 301 364          113 1138 0
Added Vol:              159 0 5          0 0 0 0          0 41 63          5 104 0
PasserByVol:           0 0 0          0 0 0 0          0 0 0          0 0 0 0
Initial Fut:            1272 0 375          0 0 0 0          0 342 427          118 1242 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:            1272 0 375          0 0 0 0          0 342 427          118 1242 0
Reduct Vol:             0 0 0          0 0 0 0          0 0 0          0 0 0 0
Reduced Vol:           1272 0 375          0 0 0 0          0 342 427          118 1242 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.:            1399 0 413          0 0 0 0          0 342 470          130 1242 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          0 2850 2850          2850 2850 0
-----|-----|-----|-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:                0.49 0.00 0.14          0.00 0.00 0.00          0.00 0.12 0.16          0.05 0.44 0.00
Crit Vol:               700          0          171          621
Crit Moves:           ****          ****          ****
*****

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Study Area Intersection Capacity Analysis

Future 2019 w/ Proj w/ Mitigation-AM Peak

Thu Jan 5, 2017 16:50:26

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T2/T3 Optional Lot

Scenario Report

Scenario: Future 2019 w/ Proj w/ Mitigation-AM Peak

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

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Study Area Intersection Capacity Analysis

Future 2019 w/ Proj w/ Mitigation-AM Peak

Thu Jan 5, 2017 16:50:26

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T2/T3 Optional Lot

```

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #38 CENTURY BLVD. @ SEPULVEDA BLVD.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          1.004
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          SEPULVEDA BLVD.          CENTURY BLVD.
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|-----|-----|-----|
Control:                Permitted          Permitted          Permitted          Permitted
Rights:                 Ignore          Include          Include          Include
Min. Green:             0 0 0 0 1          0 0 0 0 1          0 0 0 0 0          1 1 0 0 2
Lanes:                  0 0 4 0 0 1          0 0 4 0 0 1          0 0 0 0 0 0          1 1 0 0 2
-----|-----|-----|-----|-----|-----|-----|-----|
Volume Module:
Base Vol:               0 4649          0          0 1701          36          0 0 0          410 70 347
Growth Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:            0 4649          0          0 1701          36          0 0 0          410 70 347
Added Vol:              0 261          0          0 0 0          0 0 0 0          23 12 123
PasserByVol:           0 0          0          0 0 0          0 0 0 0          0 0 0
Initial Fut:            0 4910          0          0 1701          36          0 0 0          433 82 470
User Adj:               1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:                1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:             0 4910          0          0 1701          36          0 0 0          433 82 470
Reduct Vol:             0 0          0          0 0 0          0 0 0 0          0 0 0
Reduced Vol:           0 4910          0          0 1701          36          0 0 0          433 82 470
PCE Adj:                1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:                1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.10
Final Vol.:             0 4910          0          0 1701          36          0 0 0          476 82 517
-----|-----|-----|-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                 0.00 4.00 1.00 0.00 4.00 1.00 0.00 0.00 0.00 1.71 0.29 2.00
Final Sat.:            0 6000 1500          0 6000 1500          0 0 0          2559 441 3000
-----|-----|-----|-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.00 0.82 0.00 0.00 0.28 0.02 0.00 0.00 0.00 0.19 0.19 0.17
Crit Vol:              1228          0          0          279
Crit Moves:            ****          ****          ****
*****

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Appendix D.4

Construction Vehicle Haul Routes and Distributions

Appendix D.4
TERMINALS 2 AND 3 MODERNIZATION PROJECT

**Construction Vehicle Haul Routes and
Distributions**

January 2017

Prepared for:

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

Prepared by:

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

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1. CONSTRUCTION VEHICLE DISTRIBUTIONS

This appendix provides vehicle distribution of construction trips expected to be using the different routes entering and exiting the study area for the T2/T3 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.

Construction Vehicle Haul Routes and Distributions

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Construction Vehicle Haul Routes and Distributions

Table 1

LAX Terminals 2 and 3 Modernization Project – Project Related Construction Vehicle Routes (Employee Parking Lot P1)

From	To	Route ¹	Percentage of Trips ²
Employees Entering the Study Area			
I-405 South	Construction Employee Lot ⁴	I-405 NB to I-105 WB to Sepulveda NB to Century EB	23%
I-405 North	Construction Employee Lot ⁴	I-405 SB to Howard Hughes WB to Sepulveda SB to Century EB	21%
I-105 East	Construction Employee Lot ⁴	I-105 WB to Sepulveda NB to Century EB	16%
I-105 East	Construction Employee Lot ⁴	I-105 WB to Imperial WB to Aviation NB to Century WB	16%
North Sepulveda ³	Construction Employee Lot ⁴	Sepulveda SB to Century EB	6%
South Sepulveda	Construction Employee Lot ⁴	Sepulveda NB to Century EB	5%
East Century	Construction Employee Lot ⁴	Century WB	3%
North La Cienega	Construction Employee Lot ⁴	La Cienega SB to Century WB	1%
South La Cienega	Construction Employee Lot ⁴	La Cienega NB to Century WB	0.1%
East Imperial	Construction Employee Lot ⁴	Imperial WB to Aviation NB to Century WB	5%
West Imperial	Construction Employee Lot ⁴	Imperial EB to Sepulveda NB to Century EB	0.03%
South Main	Construction Employee Lot ⁴	South Main NB to Imperial EB to Sepulveda NB to Century EB	0.1%
South Nash	Construction Employee Lot ⁴	South Nash NB to Imperial WB to Sepulveda NB to Century EB	0.3%
South Douglas	Construction Employee Lot ⁴	South Douglas NB to Imperial WB to Sepulveda NB to Century EB	0.3%
North Aviation	Construction Employee Lot ⁴	Aviation SB to Century WB	1%
South Aviation	Construction Employee Lot ⁴	Aviation NB to Century WB	2%
East Lennox	Construction Employee Lot ⁴	Lennox WB to La Cienega NB to Century WB	0.1%
Employees Exiting the Study Area			
Construction Employee Lot ⁴	I-405 South	Century EB to La Cienega SB to I-405 SB Ramp	23%
Construction Employee Lot ⁴	I-405 North	Century EB to I-405 NB Ramp	21%
Construction Employee Lot ⁴	I-105 East	Century WB to Sepulveda SB to I-105 EB Ramp	16%
Construction Employee Lot ⁴	I-105 East	Century EB to Aviation SB to Imperial EB to I-105 EB Ramp	16%
Construction Employee Lot ⁴	North Sepulveda ³	Century WB to Sepulveda NB	6%
Construction Employee Lot ⁴	South Sepulveda	Century WB to Sepulveda SB	5%
Construction Employee Lot ⁴	East Century	Century EB	3%
Construction Employee Lot ⁴	North La Cienega	Century EB to La Cienega NB	1%
Construction Employee Lot ⁴	South La Cienega	Century EB to La Cienega SB	0.1%
Construction Employee Lot ⁴	East Imperial	Century EB to Aviation SB to Imperial EB	5%
Construction Employee Lot ⁴	West Imperial	Century WB to Sepulveda SB to Imperial WB	0.03%
Construction Employee Lot ⁴	South Main	Century WB to Sepulveda SB to Imperial WB to Main SB	0.1%
Construction Employee Lot ⁴	South Nash	Century WB to Sepulveda SB to Imperial EB to Nash SB	0.3%
Construction Employee Lot ⁴	South Douglas	Century WB to Sepulveda SB to Imperial EB to Douglas SB	0.3%
Construction Employee Lot ⁴	North Aviation	Century EB to Aviation NB	1%
Construction Employee Lot ⁴	South Aviation	Century EB to Aviation SB	2%
Construction Employee Lot ⁴	East Lennox	Century EB to La Cienega SB to Lennox EB	0.1%

Construction Vehicle Haul Routes and Distributions

Table 1

LAX Terminals 2 and 3 Modernization Project – Project Related Construction Vehicle Routes (Employee Parking Lot P1)

From	To	Route ¹	Percentage of Trips ²
Shuttles Entering the Construction Site			
Construction Employee Lot ⁴	Construction Site	Century EB to CTA	100%
Shuttles Exiting the Construction Site			
Construction Site	Construction Employee Lot ⁴	CTA to Century WB	100%

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

2/ The percentage of trips were obtained from the estimated 2005 Regional Transportation Plan background population of the LAX Master Plan Supplement to the Draft EIR (Table S1).

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

4/ The construction employee lot is located along Century Boulevard.

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

Construction Vehicle Haul Routes and Distributions

Table 2

LAX Terminals 2 and 3 Modernization Project – Project Related Construction Vehicle Routes (Material Staging Lot O – Primary Construction Staging Lot)

From	To	Route ¹	Percentage of Trips ²
Deliveries Entering the Material Staging Lot			
I-405 South	Material Staging Lot ³	I-405 NB to Imperial WB to La Cienega NB	30%
I-405 North	Material Staging Lot ³	I-405 SB to Off-ramp	28%
I-105 East	Material Staging Lot ³	I-105 WB to Imperial EB to La Cienega NB	42%
Deliveries Exiting the Material Staging Lot			
Material Staging Lot ³	I-405 South	I-405 On-ramp	30%
Material Staging Lot ³	I-405 North	La Cienega SB to Imperial EB to I-405 NB	28%
Material Staging Lot ³	I-105 East	La Cienega SB to Imperial WB to I-105 EB	42%
Materials Entering the Construction Site			
Material Staging Lot ³	Construction Site	La Cienega SB to Imperial WB to Pershing NB to Westchester EB	100%
Materials Exiting the Construction Site			
Construction Site	Material Staging Lot ³	Westchester WB to Pershing SB to Imperial EB to La Cienega NB	100%

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

2/ The percentage of trips were obtained from the estimated 2005 Regional Transportation Plan background population of the LAX Master Plan Supplement to the Draft EIR (Table S1).

3/ The material staging lot is located along La Cienega Boulevard, just north of Imperial Highway.

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

Construction Vehicle Haul Routes and Distributions

Table 3

LAX Terminals 2 and 3 Modernization Project – Project Related Construction Vehicle Routes (Material Staging Lot L1 – Optional Construction Staging Lot)

From	To	Route ¹	Percentage of Trips ²
Deliveries Entering the Material Staging Lot			
I-405 South	Material Staging Lot ³	I-405 NB to I-105 WB to Imperial WB to Pershing NB to Westchester EB to Sepulveda Westway SB	30%
I-405 North	Material Staging Lot ³	I-405 SB to I-105 WB to Imperial WB to Pershing NB to Westchester EB to Sepulveda Westway SB	28%
I-105 East	Material Staging Lot ³	I-105 WB to Imperial WB to Pershing NB to Westchester EB to Sepulveda Westway SB	42%
Deliveries Exiting the Material Staging Lot			
Material Staging Lot ³	I-405 South	Sepulveda Westway NB to Westchester WB to Pershing SB to Imperial EB to I-105 EB to I-405 SB	30%
Material Staging Lot ³	I-405 North	Sepulveda Westway NB to Westchester WB to Pershing SB to Imperial EB to I-105 EB to I-405 NB	28%
Material Staging Lot ³	I-105 East	Sepulveda Westway NB to Westchester WB to Pershing SB to Imperial EB to I-105 EB	42%
Materials Entering the Construction Site			
Material Staging Lot ³	Construction Site	Sepulveda Westway NB to Westchester WB	100%
Materials Exiting the Construction Site			
Construction Site	Material Staging Lot ³	Westchester EB to Sepulveda Westway SB	100%

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

2/ The percentage of trips were obtained from the estimated 2005 Regional Transportation Plan background population of the LAX Master Plan Supplement to the Draft EIR (Table S1).

3/ The material staging lot is located on a portion of an existing LAWA-owned construction staging area along the south side of Westchester Parkway, east of the southern terminus of La Tijera Boulevard.

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

Construction Vehicle Haul Routes and Distributions

Table 4

LAX Terminals 2 and 3 Modernization Project – Project Related Construction Vehicle Routes (Employee Parking Lot P1)

From	To	Route ¹	Percentage of Trips ²
Employees Entering the Study Area			
I-405 South	Construction Employee Lot ⁴	I-405 NB to I-105 WB to Sepulveda NB to Century EB	23%
I-405 North	Construction Employee Lot ⁴	I-405 SB to Howard Hughes WB to Sepulveda SB to Century EB	21%
I-105 East	Construction Employee Lot ⁴	I-105 WB to Sepulveda NB to Century EB	16%
I-105 East	Construction Employee Lot ⁴	I-105 WB to Imperial WB to Aviation NB to Century WB	16%
North Sepulveda ³	Construction Employee Lot ⁴	Sepulveda SB to Century EB	6%
South Sepulveda	Construction Employee Lot ⁴	Sepulveda NB to Century EB	5%
East Century	Construction Employee Lot ⁴	Century WB	3%
North La Cienega	Construction Employee Lot ⁴	La Cienega SB to Century WB	1%
South La Cienega	Construction Employee Lot ⁴	La Cienega NB to Century WB	0.1%
East Imperial	Construction Employee Lot ⁴	Imperial WB to Aviation NB to Century WB	5%
West Imperial	Construction Employee Lot ⁴	Imperial EB to Sepulveda NB to Century EB	0.03%
South Main	Construction Employee Lot ⁴	South Main NB to Imperial EB to Sepulveda NB to Century EB	0.1%
South Nash	Construction Employee Lot ⁴	South Nash NB to Imperial WB to Sepulveda NB to Century EB	0.3%
South Douglas	Construction Employee Lot ⁴	South Douglas NB to Imperial WB to Sepulveda NB to Century EB	0.3%
North Aviation	Construction Employee Lot ⁴	Aviation SB to Century WB	1%
South Aviation	Construction Employee Lot ⁴	Aviation NB to Century WB	2%
East Lennox	Construction Employee Lot ⁴	Lennox WB to La Cienega NB to Century WB	0.1%
Employees Exiting the Study Area			
Construction Employee Lot ⁴	I-405 South	Century EB to La Cienega SB to I-405 SB Ramp	23%
Construction Employee Lot ⁴	I-405 North	Century EB to I-405 NB Ramp	21%
Construction Employee Lot ⁴	I-105 East	Century WB to Sepulveda SB to I-105 EB Ramp	4%
Construction Employee Lot ⁴	I-105 East	Century EB to Aviation SB to Imperial EB to I-105 EB Ramp	28%
Construction Employee Lot ⁴	North Sepulveda ³	Century WB to Sepulveda NB	6%
Construction Employee Lot ⁴	South Sepulveda	Century WB to Sepulveda SB	5%
Construction Employee Lot ⁴	East Century	Century EB	3%
Construction Employee Lot ⁴	North La Cienega	Century EB to La Cienega NB	1%
Construction Employee Lot ⁴	South La Cienega	Century EB to La Cienega SB	0.1%
Construction Employee Lot ⁴	East Imperial	Century EB to Aviation SB to Imperial EB	5%
Construction Employee Lot ⁴	West Imperial	Century WB to Sepulveda SB to Imperial WB	0.03%
Construction Employee Lot ⁴	South Main	Century WB to Sepulveda SB to Imperial WB to Main SB	0.1%
Construction Employee Lot ⁴	South Nash	Century WB to Sepulveda SB to Imperial EB to Nash SB	0.3%
Construction Employee Lot ⁴	South Douglas	Century WB to Sepulveda SB to Imperial EB to Douglas SB	0.3%
Construction Employee Lot ⁴	North Aviation	Century EB to Aviation NB	1%
Construction Employee Lot ⁴	South Aviation	Century EB to Aviation SB	2%
Construction Employee Lot ⁴	East Lennox	Century EB to La Cienega SB to Lennox EB	0.1%

Construction Vehicle Haul Routes and Distributions

Table 4

LAX Terminals 2 and 3 Modernization Project – Project Related Construction Vehicle Routes (Employee Parking Lot P1)

From	To	Route ¹	Percentage of Trips ²
1/ Construction approach routes provided by LAWA Ground Transportation Planning Section.			
2/ The percentage of trips were obtained from the estimated 2005 Regional Transportation Plan background population of the LAX Master Plan Supplement to the Draft EIR (Table S1).			
3/ Several roadways were combined with North Sepulveda Boulevard including Lincoln Boulevard, La Tijera Boulevard, and Manchester Boulevard.			
4/ The construction employee lot is located along Century Boulevard.			
Sources: LAWA Staff and Ricondo & Associates, Inc., December 2016.			

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