Appendix
LAX Master Plan Final EIS

A-4. Level of Service Summary Tables and Intersection Worksheets for Alternative D Compared to the No Action/No Project Alternative with Reduced Playa Vista Traffic Assumptions

LAX MASTER PLAN

2015 No Action / No Project Alternative
(With Reduced Playa Vista Project)
Level-of-Service Worksheets

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CalcaDB

January 5, 2005 ,Wednesday 10:07:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AIRPORT BLVD | W/E: ARBOR VITAE ST | I/S No: 3

AM/PM: AM | Comments: 2015 No Action / No Project

COUNT DATE: | STUDY DATE: | GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	66	515	212	142	965	83	224	420	198	32	760	70
AMBIENT												
RELATED												
PROJECT												
TOTAL	66	515	212	142	965	83	224	420	198	32	760	70
LANE	1	0	1	0	1	0	0	1	0	3	0	0	1	0	1	0	1	0	0	1	0	2	0	0	1	0
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Perm	Auto		Perm	Auto		Perm	Auto	

Critical Movements Diagram

SouthBound A: 322 B: 142

EastBound A: 380 B: 32

WestBound A: 309 B: 224

NorthBound A: 364 B: 66

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{364 + 142 + 224 + 380}{*1500} = 0.670 \qquad LOS = B$$

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January 5, 2005 ,Wednesday 10:07:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AIRPORT BLVD | W/E: CENTURY BLVD | I/S No: 4

AM/PM: AM | Comments: 2015 No Action / No Project

COUNT DATE: | STUDY DATE: | GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	107	109	95	622	138	325	146	1580	326	151	1315	74
AMBIENT												
RELATED												
PROJECT												
TOTAL	107	109	95	622	138	325	146	1580	326	151	1315	74
LANE	1	0	2	0	0	1	0	2	1	1	0	0	1	0	1	0	4	0	0	1	0	2	0	4	0	0	1	0
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Split	Auto		Split	Auto		Prot-Var	OLA		Prot-Var	Auto	

Critical Movements Diagram

SouthBound A: 283 B: 230

EastBound A: 329 B: 83

WestBound A: 395 B: 146

NorthBound A: 55 B: 107

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{107 + 283 + 395 + 83}{*1375} = 0.561 \qquad LOS = A$$

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January 5, 2005 ,Wednesday 10:07:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AIRPORT BLVD | W/E: LA TIJERA BLVD | I/S No: 5

AM/PM: AM | Comments:

COUNT DATE: | STUDY DATE: | GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	113	131	485	56	166	23	722	882	10	13	795	44
AMBIENT												
RELATED												
PROJECT												
TOTAL	113	131	485	56	166	23	722	882	10	13	795	44
LANE	0	1	0	0	1	1	0	0	1	0	0	1	0	0	1	0	2	0	1	0	1	0	1	0	2	0	1	0
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	OLA		Perm	Auto		Prot-Var	Auto		Prot-Var	Auto	

Critical Movements Diagram

SouthBound A: 189 B: 56

EastBound A: 280 B: 13

WestBound A: 446 B: 397

NorthBound A: 243 B: 113

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{113 + 189 + 397 + 280}{*1375} = 0.642 \qquad LOS = B$$

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January 5, 2005 ,Wednesday 10:07:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AIRPORT BLVD W/E: MANCHESTER AV I/S No: 6

AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	151	522	163	102	879	53	138	1530	118	56	1233	89
AMBIENT												
RELATED												
PROJECT												
TOTAL	151	522	163	102	879	53	138	1530	118	56	1233	89
LANE	1 0	1 0	1 0	1 0	1 0	0 0	1 0	2 0	0 1	1 0	2 0	1 0
	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
SIGNAL	Perm		Auto	Perm		Auto	Perm		Auto	Perm		Auto

Critical Movements Diagram

SouthBound A: 466 B: 102

EastBound A: 617 B: 56

WestBound A: 765 B: 138

NorthBound A: 343 B: 151

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{151 + 466 + 765 + 56}{*1500} = 0.889 \qquad LOS = D$$

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January 5, 2005 ,Wednesday 10:07:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: ARBOR VITAE ST I/S No: 7

AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	223	653	396	166	582	53	438	913	304	65	759	108
AMBIENT												
RELATED												
PROJECT												
TOTAL	223	653	396	166	582	53	438	913	304	65	759	108
LANE	2 0	2 0	0 1	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0	0
	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
SIGNAL	Prot-Var		Auto	Prot-Var		Auto	Perm		Auto	Perm		Auto

Critical Movements Diagram

SouthBound A: 318 B: 166

EastBound A: 433 B: 65

WestBound A: 608 B: 438

NorthBound A: 396 B: 123

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{396 + 166 + 438 + 433}{*1375} = 0.972 \qquad LOS = E$$

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INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: ARBOR VITAE ST I/S No: 8

AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	393	439	71	59	549	254	149	1246	243	203	566	342
AMBIENT												
RELATED												
PROJECT												
TOTAL	393	439	71	59	549	254	149	1246	243	203	566	342
LANE	1 0	1 0	1 0	0	1 0	1 0	0	1 0	2 0	0 1	0	1 0	0
	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
SIGNAL	Perm		Auto	Perm		Auto	Perm		Auto	Perm		Auto

Critical Movements Diagram

SouthBound A: 402 B: 59

EastBound A: 454 B: 203

WestBound A: 623 B: 149

NorthBound A: 255 B: 393

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{393 + 402 + 623 + 203}{1500} = 1.081 \qquad LOS = F$$

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INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: 111TH ST I/S No: 10

AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	54	1382	61	328	908	38	9	6	82	24	13	1
AMBIENT												
RELATED												
PROJECT												
TOTAL	54	1382	61	328	908	38	9	6	82	24	13	1
LANE	1 0	2 0	1 0	0	1 0	2 0	1 0	0	1 0	1 0	1 0	0	0	1 0	0
	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
SIGNAL	Perm		Auto	Perm		Auto	Perm		Auto	Perm		Auto

Critical Movements Diagram

SouthBound A: 315 B: 328

EastBound A: 14 B: 24

WestBound A: 82 B: 9

NorthBound A: 481 B: 54

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{481 + 328 + 82 + 24}{*1500} = 0.540 \qquad LOS = A$$

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January 5, 2005 ,Wednesday 10:07:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: CENTURY BLVD I/S No: 11

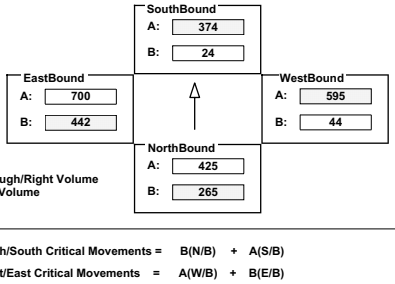
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	717	830	20	43	748	374	44	2198	183	442	1196	700
AMBIENT												
RELATED												
PROJECT												
TOTAL	717	830	20	43	748	374	44	2198	183	442	1196	700
LANE	3	0	1	0	1	0	0	2	0	2	0	0	1	0	1	0	3	0	1	0	0	1	0	3	0	1	0	0
Phasing	Prot-Var						Prot-Var						Prot-Var						Prot-Var					
RTOR	Auto						Auto						Auto						Auto					
SIGNAL	Prot-Var						Prot-Var						Prot-Var						Prot-Var					

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{265 + 374 + 595 + 442}{*1375} = 1.149 \qquad LOS = F$$

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January 5, 2005 ,Wednesday 10:07:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: EL SEGUNDO BLVD I/S No: 12

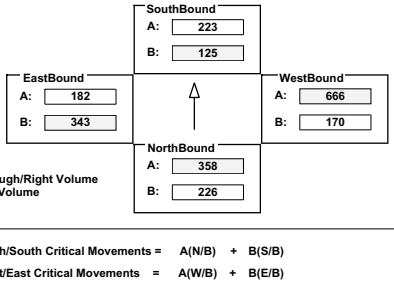
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	226	952	123	125	670	235	310	1603	395	343	494	295
AMBIENT												
RELATED												
PROJECT												
TOTAL	226	952	123	125	670	235	310	1603	395	343	494	295
LANE	1	0	2	0	1	0	0	1	0	3	0	0	1	0	2	0	1	0	0	1	0	3	0	0	1	0
Phasing	Prot-Var						Prot-Var						Prot-Var						Prot-Var					
RTOR	Auto						Auto						Auto						Auto					
SIGNAL	Prot-Var						Prot-Var						Prot-Var						Prot-Var					

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{358 + 125 + 666 + 343}{1375} = 1.085 \qquad LOS = F$$

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January 5, 2005 ,Wednesday 10:07:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: IMPERIAL HWY I/S No: 13

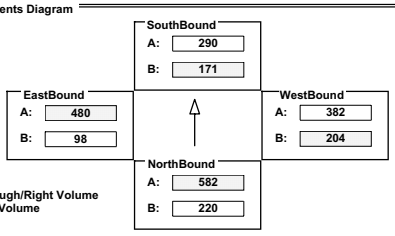
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	400	1164	458	311	579	122	371	1145	466	178	1204	235
AMBIENT												
RELATED												
PROJECT												
TOTAL	400	1164	458	311	579	122	371	1145	466	178	1204	235
LANE	2	0	2	0	0	1	0	2	0	1	0	1	1	0	2	0	3	0	0	1	0	2	0	2	0	1	0	0
Phasing	Prot-Var						Prot-Var						Prot-Var						Prot-Var					
RTOR	OLA						OLA						OLA						Auto					
SIGNAL	Prot-Var						Prot-Var						Prot-Var						Prot-Var					

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{582 + 171 + 204 + 480}{*1375} = 0.975 \qquad LOS = E$$

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January 5, 2005 ,Wednesday 10:07:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: MANCHESTER AV I/S No: 14

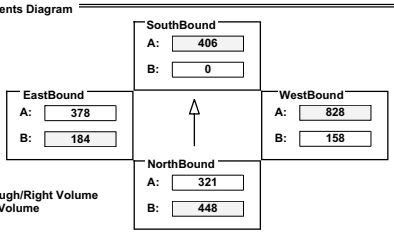
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	448	514	127	2	499	498	158	1655	9	184	755	277
AMBIENT												
RELATED												
PROJECT												
TOTAL	448	514	127	2	499	498	158	1655	9	184	755	277
LANE	1	0	1	0	1	0	0	0	0	2	0	0	1	0	1	0	2	0	0	1	0	2	0	0	1	0
Phasing	Prot-Fix						Perm						Perm						Prot-Fix					
RTOR	Auto						Auto						Auto						Auto					
SIGNAL	Prot-Fix						Perm						Perm						Prot-Fix					

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{448 + 406 + 828 + 184}{1375} = 1.357 \qquad LOS = F$$

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January 5, 2005 ,Wednesday 10:07:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: ROSECRANS AV I/S No: 15

AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	294	1768	698	132	371	361	497	2140	792	226	904	38
AMBIENT												
RELATED												
PROJECT												
TOTAL	294	1768	698	132	371	361	497	2140	792	226	904	38
LANE	2	0	3	0	0	1	0	2	0	4	0	0	1	0	2	0	3	0	1	0	0	2	0	3	0	1	0	0
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Prot-Var	Auto		Prot-Var	Auto		Prot-Var	Auto		Prot-Var	Auto	

Critical Movements Diagram

SouthBound A: 299 B: 73

EastBound A: 236 B: 124

WestBound A: 792 B: 273

NorthBound A: 589 B: 162

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{589 + 73 + 792 + 124}{1375} = 1.148$$

LOS = F

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January 5, 2005 ,Wednesday 10:07:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AV W/E: JEFFERSON BLVD I/S No: 18

AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	18	84	22	306	482	484	81	1611	473	367	1561	62
AMBIENT												
RELATED												
PROJECT												
TOTAL	18	84	22	306	482	484	81	1611	473	367	1561	62
LANE	2	0	3	0	0	1	0	2	0	2	0	0	1	0	2	0	3	0	0	1	0	2	0	3	0	0	1	0
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Prot-Var	OLA		Prot-Var	OLA		Prot-Var	OLA		Prot-Var	OLA	

Critical Movements Diagram

SouthBound A: 282 B: 168

EastBound A: 520 B: 202

WestBound A: 537 B: 44

NorthBound A: 28 B: 10

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{10 + 282 + 537 + 202}{*1375} = 0.680$$

LOS = B

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January 5, 2005 ,Wednesday 10:07:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: CENTINELA AV I/S No: 22

AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	898	1428	323	181	924	262	332	1436	329	233	703	541
AMBIENT												
RELATED												
PROJECT												
TOTAL	898	1428	323	181	924	262	332	1436	329	233	703	541
LANE	2	0	3	0	0	1	0	2	0	3	0	0	1	0	2	0	1	0	1	0	0	1	0	3	0	0	2	0
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Prot-Var	Auto		Prot-Var	Auto		Prot-Var	OLA		Prot-Var	OLA	

Critical Movements Diagram

SouthBound A: 308 B: 99

EastBound A: 234 B: 233

WestBound A: 882 B: 183

NorthBound A: 476 B: 494

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{494 + 308 + 882 + 233}{*1375} = 1.324$$

LOS = F

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INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: CENTURY BLVD I/S No: 26

AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	341	791	301	49	425	898	144	1727	376	172	870	827
AMBIENT												
RELATED												
PROJECT												
TOTAL	341	791	301	49	425	898	144	1727	376	172	870	827
LANE	1	0	2	0	0	2	0	1	0	2	0	0	2	0	1	0	2	0	1	0	3	0	1	0	0	1	0	3	0	0	2	0
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Prot-Var	OLA		Prot-Var	OLA		Prot-Var	Auto		Prot-Var	OLA	

Critical Movements Diagram

SouthBound A: 322 B: 49

EastBound A: 290 B: 172

WestBound A: 526 B: 144

NorthBound A: 396 B: 341

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{341 + 322 + 526 + 172}{*1375} = 0.920$$

LOS = E

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INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: CENTURY BLVD I/S No: 27

AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	4389	18	0	2253	68	562	62	384	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	4389	18	0	2253	68	562	62	384	0	0	0
LANE	0	0	4	0	0	1	0	0	4	0	0	1	0	1	1	0	0	2	0	0	0	0	0	0

	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Free	Perm	Auto	Perm	Auto	<none>	<none>

Critical Movements Diagram

SouthBound A: 563 B: 0

EastBound A: 0 B: 0

WestBound A: 312 B: 312

NorthBound A: 1097 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

V/C = (1097 + 0 + 312 + 0) / *1500 = 0.869 LOS = D

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INTERSECTION DATA SUMMARY SHEET

N/S: CULVER BLVD W/E: JEFFERSON BLVD I/S No: 28

AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	1617	394	13	327	0	593	0	0	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1617	394	13	327	0	593	0	0	0	0	0
LANE	0	0	2	0	0	1	0	0	1	1	0	0	0	2	0	0	0	1	0	0	0	0	0	0

	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Free	Perm	Auto	Split	Auto	<none>	<none>

Critical Movements Diagram

SouthBound A: 203 B: 13

EastBound A: 0 B: 0

WestBound A: 0 B: 326

NorthBound A: 809 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

V/C = (809 + 13 + 326 + 0) / *1500 = 0.695 LOS = B

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INTERSECTION DATA SUMMARY SHEET

N/S: VISTA DEL MAR W/E: CULVER BLVD I/S No: 33

AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	1	1216	172	24	1	481	41	11	1	195	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1	1216	172	24	1	481	41	11	1	195	0
LANE	0	0	0	0	1	1	0	0	0	0	1	0	0	0	0	1	0	0	2	1	0	0	1	0	0	1	0	0	1	0	0

	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Split	Auto	Split	Auto	Split	Auto	Split	Auto

Critical Movements Diagram

SouthBound A: 197 B: 172

EastBound A: 98 B: 1

WestBound A: 53 B: 178

NorthBound A: 609 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

V/C = (609 + 197 + 178 + 98) / *1375 = 0.717 LOS = C

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INTERSECTION DATA SUMMARY SHEET

N/S: DOUGLAS ST W/E: IMPERIAL HWY I/S No: 34

AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	257	42	473	38	0	19	0	1133	22	15	812	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	257	42	473	38	0	19	0	1133	22	15	812	0
LANE	2	0	2	0	0	2	0	1	0	0	0	0	1	1	0	0	2	0	1	0	0	1	0	3	0	0	0	0

	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Split	Auto	Split	Auto	Perm	Auto	Prot-Fix	Auto

Critical Movements Diagram

SouthBound A: 11 B: 19

EastBound A: 271 B: 15

WestBound A: 385 B: 0

NorthBound A: 260 B: 141

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

V/C = (260 + 19 + 385 + 15) / *1375 = 0.424 LOS = A

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INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: EL SEGUNDO BLVD I/S No: 35

AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	463	3792	296	247	930	87	186	562	212	49	271	178
AMBIENT												
RELATED												
PROJECT												
TOTAL	463	3792	296	247	930	87	186	562	212	49	271	178
LANE	2 0	3 0	0 1	2 0	4 0	0 1	1 1	1 0	0 1	1 0	2 0	0 1
SIGNAL	Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Split	RTOR: Auto		Phasing: Split	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 232 B: 136

EastBound A: 135 B: 49

WestBound A: 281 B: 186

NorthBound A: 1264 B: 255

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{1264 + 136 + 281 + 135}{1375} = 1.321 \qquad LOS = F$$

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INTERSECTION DATA SUMMARY SHEET

N/S: VISTA DEL MAR W/E: GRAND AV I/S No: 36

AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	1	2158	184	111	366	4	135	7	364	3	2	8
AMBIENT												
RELATED												
PROJECT												
TOTAL	1	2158	184	111	366	4	135	7	364	3	2	8
LANE	1 0	1 0	1 0	1 0	1 0	1 0	1 1	0 0	1 0	0 0	1 0	0 0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 185 B: 111

EastBound A: 13 B: 3

WestBound A: 364 B: 71

NorthBound A: 1171 B: 1

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{1171 + 111 + 364 + 3}{*1500} = 1.029 \qquad LOS = F$$

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INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: FLORENCE AV I/S No: 40

AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	15	463	26	557	837	540	307	705	170	158	371	15
AMBIENT												
RELATED												
PROJECT												
TOTAL	15	463	26	557	837	540	307	705	170	158	371	15
LANE	1 0	1 0	1 0	1 1	1 0	0 1	1 0	1 0	1 0	1 0	1 0	1 0
SIGNAL	Phasing: Split	RTOR: Auto		Phasing: Split	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 465 B: 465

EastBound A: 193 B: 158

WestBound A: 438 B: 307

NorthBound A: 245 B: 15

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{245 + 465 + 438 + 158}{1375} = 0.950 \qquad LOS = E$$

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INTERSECTION DATA SUMMARY SHEET

N/S: HIGHLAND AV/VISTA DEL MAR W/E: ROSECRANS AV I/S No: 43

AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	4	1177	68	320	223	13	53	126	806	223	86	3
AMBIENT												
RELATED												
PROJECT												
TOTAL	4	1177	68	320	223	13	53	126	806	223	86	3
LANE	1 0	1 0	1 0	1 0	0 1	0 0	1 0	1 0	0 1	1 0	0 0	1 0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 236 B: 320

EastBound A: 90 B: 223

WestBound A: 646 B: 53

NorthBound A: 622 B: 4

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{622 + 320 + 646 + 223}{1425} = 1.271 \qquad LOS = F$$

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January 5, 2005 ,Wednesday 10:07:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: HOWARD HUGHES PKWY I/S No: 44

AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	2330	946	345	1365	0	882	0	309	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2330	946	345	1365	0	882	0	309	0	0	0
LANE	0	0	4	0	0	1	0	2	0	3	0	0	0	0	3	0	0	0	0	1	0	0	0	0	0	0	0
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Free		Prot-Fix	<none>		Split	OLA		<none>	<none>	

Critical Movements Diagram

SouthBound A: 455 B: 190

EastBound A: 0 B: 0

WestBound A: 120 B: 326

NorthBound A: 583 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{583 + 190 + 326 + 0}{*1425} = 0.701 \qquad LOS = C$$

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January 5, 2005 ,Wednesday 10:07:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: I-105 FWY/CONTINENTAL CITY DR W/E: IMPERIAL HWY I/S No: 45

AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	504	0	662	0	0	0	170	1239	0	0	1652	534
AMBIENT												
RELATED												
PROJECT												
TOTAL	504	0	662	0	0	0	170	1239	0	0	1652	534
LANE	2	0	0	0	2	0	0	0	0	0	0	0	0	2	0	3	0	0	0	0	0	0	0	2	0	1	0
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Split	OLA		<none>	<none>		Prot-Fix	<none>		Perm	OLA	

Critical Movements Diagram

SouthBound A: 0 B: 0

EastBound A: 551 B: 0

WestBound A: 413 B: 94

NorthBound A: 271 B: 277

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{277 + 0 + 94 + 551}{*1425} = 0.577 \qquad LOS = A$$

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INTERSECTION DATA SUMMARY SHEET

N/S: I-405 FWY NB RAMPS W/E: IMPERIAL HWY I/S No: 46

AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	493	0	96	0	0	0	0	857	162	0	347	257
AMBIENT												
RELATED												
PROJECT												
TOTAL	493	0	96	0	0	0	0	857	162	0	347	257
LANE	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	1	0	0	0	2	0	1	1	0
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Split	Auto		<none>	<none>		Perm	Free		Perm	Free	

Critical Movements Diagram

SouthBound A: 0 B: 0

EastBound A: 151 B: 0

WestBound A: 286 B: 0

NorthBound A: 295 B: 295

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{295 + 0 + 286 + 0}{1500} = 0.387 \qquad LOS = A$$

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INTERSECTION DATA SUMMARY SHEET

N/S: MAIN ST W/E: IMPERIAL HWY I/S No: 47

AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	496	0	665	0	0	0	380	680	0	0	1017	283
AMBIENT												
RELATED												
PROJECT												
TOTAL	496	0	665	0	0	0	380	680	0	0	1017	283
LANE	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	2	0	0	1	0
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Split	Free		<none>	<none>		Prot-Fix	<none>		Perm	Auto	

Critical Movements Diagram

SouthBound A: 0 B: 0

EastBound A: 509 B: 0

WestBound A: 340 B: 380

NorthBound A: 0 B: 273

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{273 + 0 + 380 + 509}{*1425} = 0.745 \qquad LOS = C$$

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January 5, 2005 ,Wednesday 10:07:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: I-105 FWY W/B OFF/NASH ST | W/E: IMPERIAL HWY | I/S No: 48

AM/PM: AM | Comments:

COUNT DATE: | STUDY DATE: | GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	289	989	603	181	967	0	0	618	263
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	289	989	603	181	967	0	0	618	263
LANE	0	0	0	0	0	0	1	1	0	0	1	1	0	2	0	3	0	0	0	0	0	2	0	1	0	0

	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	<none>	<none>	Split	Auto	Prot-Fix	<none>	Perm	Auto

Critical Movements Diagram

SouthBound A: 531 B: 289

EastBound A: 294 B: 0

WestBound A: 322 B: 99

NorthBound A: 0 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{0 + 531 + 99 + 294}{*1425} = 0.578 \qquad LOS = A$$

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January 5, 2005 ,Wednesday 10:07:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: PERSHING DR | W/E: IMPERIAL HWY | I/S No: 49

AM/PM: AM | Comments:

COUNT DATE: | STUDY DATE: | GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	535	0	237	0	410	1288	667	778	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	535	0	237	0	410	1288	667	778	0
LANE	0	0	1	0	0	0	1	0	0	1	0	1	0	1	0	2	0	1	0	2	0	1	0	1	0	0

	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Split	Auto	Split	OLA	Prot-Var	OLA	Prot-Var	Auto

Critical Movements Diagram

SouthBound A: 268 B: 268

EastBound A: 389 B: 367

WestBound A: 1021 B: 0

NorthBound A: 0 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{0 + 268 + 1021 + 367}{*1375} = 1.134 \qquad LOS = F$$

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January 5, 2005 ,Wednesday 10:07:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD | W/E: IMPERIAL HWY | I/S No: 50

AM/PM: AM | Comments:

COUNT DATE: | STUDY DATE: | GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	101	2065	599	464	2017	155	77	280	278	556	400	176
AMBIENT												
RELATED												
PROJECT												
TOTAL	101	2065	599	464	2017	155	77	280	278	556	400	176
LANE	1	0	3	0	0	1	0	2	0	3	0	1	0	0	2	0	3	0	0	1	0	2	0	3	0	0	1	0

	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto

Critical Movements Diagram

SouthBound A: 543 B: 255

EastBound A: 133 B: 306

WestBound A: 150 B: 42

NorthBound A: 688 B: 101

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{688 + 255 + 150 + 306}{*1375} = 0.947 \qquad LOS = E$$

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January 5, 2005 ,Wednesday 10:07:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: VISTA DEL MAR | W/E: IMPERIAL HWY | I/S No: 51

AM/PM: AM | Comments:

COUNT DATE: | STUDY DATE: | GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	1594	842	291	224	0	160	0	352	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1594	842	291	224	0	160	0	352	0	0	0
LANE	1	0	2	0	0	1	0	1	0	1	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0

	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Prot-Fix	Auto	Split	OLA	<none>	<none>

Critical Movements Diagram

SouthBound A: 112 B: 291

EastBound A: 0 B: 0

WestBound A: 80 B: 80

NorthBound A: 802 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{802 + 291 + 80 + 0}{*1425} = 0.753 \qquad LOS = C$$

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January 5, 2005 ,Wednesday 10:07:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: IMPERIAL HWY I/S No: 52

AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	705	366	22	57	216	476	28	1484	218	316	571	262
AMBIENT												
RELATED												
PROJECT												
TOTAL	705	366	22	57	216	476	28	1484	218	316	571	262
LANE	2	0	1	0	1	1	0	2	0	1	0	1	1	0	2	0	3	0	0	2	0	2	0	3	0	0	2	0
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Prot-Var	Auto		Prot-Var	Auto		Prot-Var	OLA		Prot-Var	OLA	

Critical Movements Diagram

SouthBound A: 216 B: 31

EastBound A: 190 B: 174

WestBound A: 495 B: 15

NorthBound A: 183 B: 388

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{388 + 216 + 495 + 174}{*1375} = 0.856 \qquad LOS = D$$

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January 5, 2005 ,Wednesday 10:07:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 N/B RAMPS W/E: JEFFERSON BLVD I/S No: 54

AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	166	3	79	0	0	0	289	1269	292	335	791	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	166	3	79	0	0	0	289	1269	292	335	791	0
LANE	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	1	0	1	0	3	0	0	0	0
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		<none>	<none>		Perm	Auto		Prot-Fix	<none>	

Critical Movements Diagram

SouthBound A: 0 B: 0

EastBound A: 264 B: 335

WestBound A: 635 B: 0

NorthBound A: 124 B: 124

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{124 + 0 + 635 + 335}{1200*} = 0.842 \qquad LOS = D$$

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January 5, 2005 ,Wednesday 10:07:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 S/B RAMPS W/E: JEFFERSON BLVD I/S No: 55

AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	33	1	279	289	1432	0	335	779	375
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	33	1	279	289	1432	0	335	779	375
LANE	0	0	0	0	0	0	0	1	0	0	1	0	1	0	1	0	2	0	2	0	0	0	0	0	2	0	0	1	0
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	<none>	<none>		Perm	Auto		Prot-Fix	Auto		Perm	Auto	

Critical Movements Diagram

SouthBound A: 140 B: 33

EastBound A: 390 B: 0

WestBound A: 716 B: 159

NorthBound A: 0 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{0 + 140 + 716 + 0}{1200*} = 0.643 \qquad LOS = B$$

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January 5, 2005 ,Wednesday 10:07:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: JEFFERSON BLVD I/S No: 57

AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	1	1715	755	492	1416	317	569	266	375	37	197	4
AMBIENT												
RELATED												
PROJECT												
TOTAL	1	1715	755	492	1416	317	569	266	375	37	197	4
LANE	1	0	4	0	0	1	0	2	0	3	0	1	0	0	2	0	2	0	0	2	0	1	0	2	0	1	0	0
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Prot-Var	OLA		Prot-Var	Auto		Split	OLA		Split	Auto	

Critical Movements Diagram

SouthBound A: 433 B: 271

EastBound A: 67 B: 37

WestBound A: 133 B: 313

NorthBound A: 442 B: 1

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{442 + 271 + 313 + 67}{*1375} = 0.725 \qquad LOS = C$$

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January 5, 2005 ,Wednesday 10:07:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: 111TH ST I/S No: 67

AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	126	519	0	0	500	712	0	0	0	209	0	67
AMBIENT												
RELATED												
PROJECT												
TOTAL	126	519	0	0	500	712	0	0	0	209	0	67
LANE	1	0	2	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	2	0	0	0	1	0
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	<none>		Perm	Auto		<none>	<none>		Perm	Auto	

Critical Movements Diagram

SouthBound A: 712 B: 0

EastBound A: 67 B: 115

WestBound A: 0 B: 0

NorthBound A: 260 B: 126

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{126 + 712 + 0 + 115}{*1500} = 0.565 \qquad LOS = A$$

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January 5, 2005 ,Wednesday 10:07:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: I-405 RAMPS S/O CENTURY BL I/S No: 68

AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	549	175	608	916	0	0	0	678	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	549	175	608	916	0	0	0	678	0	0	0
LANE	0	0	2	0	0	1	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Prot-Fix	<none>		Perm	Auto		<none>	<none>	

Critical Movements Diagram

SouthBound A: 458 B: 334

EastBound A: 0 B: 0

WestBound A: 206 B: 0

NorthBound A: 274 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{274 + 334 + 206 + 0}{*1425} = 0.501 \qquad LOS = A$$

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January 5, 2005 ,Wednesday 10:07:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: I-405 FWY SB N/O IMPERIAL I/S No: 69

AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	21	542	29	32	497	0	302	7	84	0	0	6
AMBIENT												
RELATED												
PROJECT												
TOTAL	21	542	29	32	497	0	302	7	84	0	0	6
LANE	1	0	2	0	0	1	0	1	0	3	0	0	0	0	2	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	OLA		Prot-Fix	Auto		Perm	Auto		Perm	Auto	

Critical Movements Diagram

SouthBound A: 166 B: 32

EastBound A: 6 B: 0

WestBound A: 68 B: 166

NorthBound A: 271 B: 21

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{271 + 32 + 166 + 6}{*1425} = 0.263 \qquad LOS = A$$

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January 5, 2005 ,Wednesday 10:07:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: LENNOX BLVD I/S No: 71

AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	671	125	84	682	0	643	0	234	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	671	125	84	682	0	643	0	234	0	0	0
LANE	0	0	1	0	1	0	0	1	0	3	0	0	0	1	0	0	1	0	0	0	0	0	0	0
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Prot-Fix	<none>		Split	Auto		<none>	<none>	

Critical Movements Diagram

SouthBound A: 227 B: 84

EastBound A: 0 B: 0

WestBound A: 322 B: 322

NorthBound A: 398 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{398 + 84 + 322 + 0}{*1425} = 0.494 \qquad LOS = A$$

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January 5, 2005 ,Wednesday 10:07:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: MANCHESTER AV I/S No: 72

AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	257	352	88	205	588	329	354	1394	38	107	586	51
AMBIENT												
RELATED												
PROJECT												
TOTAL	257	352	88	205	588	329	354	1394	38	107	586	51
LANE	1	0	1	0	1	0	0	1	1	0	1	0	0	2	0	2	0	1	0	0	1	0	2	0	1	0	0
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Split	OLA		Split	Auto		Prot-Fix	Auto		Prot-Fix	Auto	

Critical Movements Diagram

SouthBound A: 329 B: 205

EastBound A: 212 B: 107

WestBound A: 477 B: 195

NorthBound A: 220 B: 257

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{257 + 329 + 477 + 107}{1375} = 0.851$$

LOS = D

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January 5, 2005 ,Wednesday 10:07:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 N/B RAMPS W/E: LA TIJERA BLVD I/S No: 78

AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	270	0	280	0	0	0	385	1474	196	446	1460	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	270	0	280	0	0	0	385	1474	196	446	1460	0
LANE	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	1	0	0	2	0	3	0	0	0
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Split	<none>		<none>	<none>		Perm	Auto		Prot-Fix	<none>	

Critical Movements Diagram

SouthBound A: 0 B: 0

EastBound A: 487 B: 245

WestBound A: 557 B: 0

NorthBound A: 280 B: 270

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{280 + 0 + 557 + 245}{*1425} = 0.689$$

LOS = B

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January 5, 2005 ,Wednesday 10:07:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 S/B RAMPS W/E: LA TIJERA BLVD I/S No: 79

AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	126	0	448	385	1747	0	446	1347	255
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	126	0	448	385	1747	0	446	1347	255
LANE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	3	0	0	0	0	0	2	0	1	0	0
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	<none>	<none>		Split	<none>		Prot-Fix	<none>		Perm	Auto	

Critical Movements Diagram

SouthBound A: 287 B: 126

EastBound A: 534 B: 0

WestBound A: 582 B: 212

NorthBound A: 0 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{0 + 287 + 212 + 534}{*1425} = 0.655$$

LOS = B

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January 5, 2005 ,Wednesday 10:07:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: LA TIJERA BLVD I/S No: 81

AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	239	1333	3	13	1494	201	0	0	10	115	0	170
AMBIENT												
RELATED												
PROJECT												
TOTAL	239	1333	3	13	1494	201	0	0	10	115	0	170
LANE	2	0	3	0	1	0	0	1	0	2	0	1	0	0	0	0	1	0	0	1	1	0	0	0	1	0
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Prot-Fix	Auto		Prot-Fix	Auto		Split	Auto		Split	Auto	

Critical Movements Diagram

SouthBound A: 565 B: 13

EastBound A: 104 B: 58

WestBound A: 10 B: 0

NorthBound A: 334 B: 131

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{131 + 565 + 10 + 104}{*1375} = 0.519$$

LOS = A

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January 5, 2005 ,Wednesday 10:07:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA TIJERA BLVD W/E: MANCHESTER AV I/S No: 82

AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	16	449	248	95	686	196	180	1154	40	155	735	6
AMBIENT												
RELATED												
PROJECT												
TOTAL	16	449	248	95	686	196	180	1154	40	155	735	6
LANE	1	0	2	0	0	1	0	1	0	2	0	0	1	0	1	0	2	0	0	1	0	1	0	2	0	0	1	0
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Perm	Auto		Prot-Var	Auto		Prot-Var	Auto	

Critical Movements Diagram

SouthBound A: 343 B: 95

EastBound A: 367 B: 155

WestBound A: 577 B: 180

NorthBound A: 225 B: 16

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{16 + 343 + 577 + 155}{*1375} = 0.723 \qquad LOS = C$$

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January 5, 2005 ,Wednesday 10:07:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: LA TIJERA BLVD I/S No: 83

AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	81	1848	130	62	1109	111	346	622	38	228	648	228
AMBIENT												
RELATED												
PROJECT												
TOTAL	81	1848	130	62	1109	111	346	622	38	228	648	228
LANE	1	0	3	0	0	1	0	1	0	3	0	0	1	0	1	0	1	0	0	1	0	2	0	0	1	0
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Perm	Auto		Prot-Fix	Auto		Perm	Auto	

Critical Movements Diagram

SouthBound A: 370 B: 62

EastBound A: 324 B: 228

WestBound A: 330 B: 346

NorthBound A: 616 B: 81

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{616 + 62 + 346 + 324}{*1425} = 0.876 \qquad LOS = D$$

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January 5, 2005 ,Wednesday 10:07:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: 83RD ST I/S No: 87

AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	48	1745	11	187	2376	420	9	135	256	501	45	8
AMBIENT												
RELATED												
PROJECT												
TOTAL	48	1745	11	187	2376	420	9	135	256	501	45	8
LANE	1	0	3	0	1	0	0	1	0	2	0	1	0	0	1	0	1	0	0	1	0	0	1	0	0
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Prot-Fix	Auto		Perm	Auto		Prot-Fix	Auto	

Critical Movements Diagram

SouthBound A: 932 B: 187

EastBound A: 52 B: 501

WestBound A: 162 B: 9

NorthBound A: 439 B: 48

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{48 + 932 + 162 + 501}{*1375} = 1.125 \qquad LOS = F$$

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January 5, 2005 ,Wednesday 10:07:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: MANCHESTER AV I/S No: 88

AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	136	1431	145	163	1948	170	155	1038	209	131	857	224
AMBIENT												
RELATED												
PROJECT												
TOTAL	136	1431	145	163	1948	170	155	1038	209	131	857	224
LANE	1	0	3	0	1	0	0	1	0	2	0	1	0	0	1	0	2	0	0	1	0	2	0	0	1	0
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Prot-Fix	Auto		Prot-Fix	OLA		Prot-Fix	Auto	

Critical Movements Diagram

SouthBound A: 706 B: 163

EastBound A: 428 B: 131

WestBound A: 519 B: 155

NorthBound A: 394 B: 136

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{136 + 706 + 519 + 131}{*1375} = 1.015 \qquad LOS = F$$

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January 5, 2005 ,Wednesday 10:07:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: LINCOLN BLVD I/S No: 93

AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	0	1545	0	0	1698	2397	0	1346	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	0	1545	0	0	1698	2397	0	1346	0
LANE	0	0	0	0	0	0	0	0	4	0	0	0
	0	0	0	0	0	0	0	0	4	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	3	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0
SIGNAL	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
	<none>	<none>		Split	<none>		Perm	Free		Perm	<none>	

Critical Movements Diagram

SouthBound A: 386 B: 0

EastBound A: 337 B: 0

WestBound A: 425 B: 0

NorthBound A: 0 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{0 + 386 + 425 + 0}{*1500} = 0.471 \qquad LOS = A$$

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January 5, 2005 ,Wednesday 10:07:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: TEALE ST I/S No: 94

AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	2238	165	107	1905	0	1372	0	100	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2238	165	107	1905	0	1372	0	100	0	0	0
LANE	0	0	4	0	0	1	0	2	0	4	0	0
	0	0	4	0	0	1	0	2	0	4	0	0
	0	0	4	0	0	1	0	2	0	4	0	0
	0	0	4	0	0	1	0	2	0	4	0	0
	0	0	4	0	0	1	0	2	0	4	0	0
	0	0	4	0	0	1	0	2	0	4	0	0
SIGNAL	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
	Perm	Auto		Prot-Fix	<none>		Split	OLA		<none>	<none>	

Critical Movements Diagram

SouthBound A: 476 B: 59

EastBound A: 0 B: 0

WestBound A: 41 B: 508

NorthBound A: 560 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{560 + 59 + 508 + 0}{*1425} = 0.721 \qquad LOS = C$$

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January 5, 2005 ,Wednesday 10:07:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: PERSHING DR W/E: MANCHESTER AV I/S No: 98

AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	40	748	203	268	153	10	215	192	446	12	70	19
AMBIENT												
RELATED												
PROJECT												
TOTAL	40	748	203	268	153	10	215	192	446	12	70	19
LANE	1	0	2	0	0	1	0	1	0	1	0	0
	1	0	1	0	1	0	0	1	0	1	0	0
	1	0	1	0	0	1	0	1	0	1	0	0
	1	0	1	0	0	1	0	1	0	1	0	0
	1	0	1	0	1	0	0	1	0	1	0	0
	1	0	1	0	1	0	0	1	0	1	0	0
SIGNAL	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
	Perm	Auto		Prot-Fix	Auto		Split	OLA		Split	Auto	

Critical Movements Diagram

SouthBound A: 82 B: 268

EastBound A: 45 B: 12

WestBound A: 192 B: 215

NorthBound A: 374 B: 40

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{374 + 268 + 215 + 45}{*1375} = 0.586 \qquad LOS = A$$

Developed by Chun Wong, 12/94

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CalcaDB

January 5, 2005 ,Wednesday 10:07:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: MANCHESTER AV I/S No: 99

AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	157	1934	54	123	1436	248	43	1079	273	131	926	100
AMBIENT												
RELATED												
PROJECT												
TOTAL	157	1934	54	123	1436	248	43	1079	273	131	926	100
LANE	1	0	3	0	0	1	0	1	0	3	0	0
	1	0	3	0	0	1	0	1	0	2	0	1
	1	0	3	0	0	1	0	1	0	2	0	1
	1	0	3	0	0	1	0	1	0	2	0	1
	1	0	3	0	0	1	0	1	0	2	0	1
	1	0	3	0	0	1	0	1	0	2	0	1
SIGNAL	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
	Prot-Fix	Auto		Prot-Fix	Auto		Perm	Auto		Perm	Auto	

Critical Movements Diagram

SouthBound A: 479 B: 123

EastBound A: 463 B: 72

WestBound A: 451 B: 43

NorthBound A: 645 B: 157

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{645 + 123 + 451 + 72}{*1425} = 0.836 \qquad LOS = D$$

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January 5, 2005 ,Wednesday 10:07:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: MARIPOSA AV I/S No: 100

AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	59	3172	176	322	1901	59	94	128	92	117	191	84
AMBIENT												
RELATED												
PROJECT												
TOTAL	59	3172	176	322	1901	59	94	128	92	117	191	84
LANE	1 0 4 0 0 1 0			2 0 3 0 1 0 0			1 0 1 0 0 1 0			1 0 0 0 1 0 0		
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Prot-Var	Auto		Prot-Var	Auto		Perm	Auto		Perm	Auto	

Critical Movements Diagram

SouthBound A: 490 B: 177

EastBound A: 274 B: 117

WestBound A: 128 B: 94

NorthBound A: 793 B: 59

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{793 + 177 + 94 + 274}{1375} = 0.973 \qquad LOS = E$$

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January 5, 2005 ,Wednesday 10:07:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: PERSHING DR W/E: WESTCHESTER PKWY I/S No: 101

AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	677	821	196	312	0	73	0	323	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	677	821	196	312	0	73	0	323	0	0	0
LANE	0 0 2 0 0 2 0			1 0 2 0 0 0 0			2 0 0 0 0 1 1			0 0 0 0 0 0 0		
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	OLA		Prot-Fix	<none>		Split	OLA		<none>	<none>	

Critical Movements Diagram

SouthBound A: 156 B: 196

EastBound A: 0 B: 0

WestBound A: 0 B: 40

NorthBound A: 412 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{412 + 196 + 40 + 0}{*1425} = 0.385 \qquad LOS = A$$

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January 5, 2005 ,Wednesday 10:07:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: ROSECRANS AV I/S No: 103

AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	152	4226	521	298	1050	52	327	567	605	290	798	126
AMBIENT												
RELATED												
PROJECT												
TOTAL	152	4226	521	298	1050	52	327	567	605	290	798	126
LANE	2 0 4 0 0 1 0			2 0 3 0 0 1 0			2 0 2 0 0 1 0			2 0 3 0 0 1 0		
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Prot-Var	OLA		Prot-Var	Auto		Prot-Var	<none>		Prot-Var	Auto	

Critical Movements Diagram

SouthBound A: 350 B: 164

EastBound A: 266 B: 160

WestBound A: 605 B: 180

NorthBound A: 1057 B: 84

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{1057 + 164 + 605 + 160}{1375} = 1.444 \qquad LOS = F$$

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January 5, 2005 ,Wednesday 10:07:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: I-105 OFF RAMP N/O IMPERIAL HW I/S No: 105

AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	2876	0	0	0	0	0	0	3323	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2876	0	0	0	0	0	0	3323	0	0	0
LANE	0 0 3 0 0 0 0			0 0 0 0 0 0 0			0 0 0 0 0 3 0			0 0 0 0 0 0 0		
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	<none>		<none>	<none>		Perm	<none>		<none>	<none>	

Critical Movements Diagram

SouthBound A: 0 B: 0

EastBound A: 0 B: 0

WestBound A: 1230 B: 0

NorthBound A: 959 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{959 + 0 + 1230 + 0}{*1500} = 1.389 \qquad LOS = F$$

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January 5, 2005 ,Wednesday 10:07:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: 76TH/77TH ST I/S No: 106

AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	53	1952	14	67	1578	251	67	131	143	396	41	45
AMBIENT												
RELATED												
PROJECT												
TOTAL	53	1952	14	67	1578	251	67	131	143	396	41	45
LANE	1	0	2	0	1	0	1	0	2	0	1	0	1	0	0	0	0	1	0	2	0	1	0	0	1	0	0	0	0	1	0	0	1	0	0	1	0
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Perm	Auto		Perm	Auto		Prot-Fix	Auto	

Critical Movements Diagram

SouthBound A: 610 B: 67

EastBound A: 45 B: 218

WestBound A: 143 B: 67

NorthBound A: 655 B: 53

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{655 + 67 + 143 + 218}{*1425} = 0.690 \qquad LOS = B$$

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January 5, 2005 ,Wednesday 10:07:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: WESTCHESTER PKWY I/S No: 109

AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	126	1611	38	353	1280	159	142	641	214	30	526	25
AMBIENT												
RELATED												
PROJECT												
TOTAL	126	1611	38	353	1280	159	142	641	214	30	526	25
LANE	1	0	3	0	0	1	0	1	0	3	0	0	1	0	1	0	1	0	0	1	0	1	0	1	0	0
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Perm	Auto		Perm	Auto		Perm	Auto	

Critical Movements Diagram

SouthBound A: 427 B: 353

EastBound A: 275 B: 30

WestBound A: 428 B: 142

NorthBound A: 537 B: 126

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{537 + 353 + 428 + 30}{*1500} = 0.829 \qquad LOS = D$$

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January 5, 2005 ,Wednesday 10:07:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: I-405 SB RAMPS N/O CENTURY I/S No: 111

AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	1204	178	209	397	0	1011	0	184	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1204	178	209	397	0	1011	0	184	0	0	0
LANE	0	0	1	0	1	1	0	1	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Perm	Auto		Split	Auto		<none>	<none>	

Critical Movements Diagram

SouthBound A: 199 B: 209

EastBound A: 0 B: 0

WestBound A: 597 B: 597

NorthBound A: 602 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{602 + 209 + 597 + 0}{*1500} = 0.869 \qquad LOS = D$$

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January 5, 2005 ,Wednesday 10:07:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 NB OFF-RAMP W/E: CENTURY BLVD I/S No: 307

AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	1218	8	51	0	0	10	0	1720	0	0	804	419
AMBIENT												
RELATED												
PROJECT												
TOTAL	1218	8	51	0	0	10	0	1720	0	0	804	419
LANE	2	0	0	0	0	1	0	0	0	0	0	0	1	0	0	3	0	0	0	1	0	2	0	1	1	0
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Split	<none>		<none>	Auto		<none>	Auto		Perm	Free	

Critical Movements Diagram

SouthBound A: 10 B: 0

EastBound A: 306 B: 0

WestBound A: 573 B: 0

NorthBound A: 51 B: 670

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{670 + 10 + 573 + 306}{1500} = 0.835 \qquad LOS = D$$

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January 5, 2005 ,Wednesday 10:07:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: EL SEGUNDO BLVD I/S No: 312

AM/PM: AM Comments: 2015 No Action / No Project

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	190	0	451	0	1645	679	130	381	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	190	0	451	0	1645	679	130	381	0
LANE	0	0	0	0	0	0	2	0	0	0	2	0	0	0	2	0	1	0	1	0	3	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	<none>	<none>	Split	Auto	Perm	Auto	Prot-Fix	<none>				

Critical Movements Diagram

SouthBound A: 183 B: 105

EastBound A: 127 B: 130

WestBound A: 775 B: 0

NorthBound A: 0 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{0 + 183 + 775 + 130}{1425} = 0.764$$

LOS = C

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January 5, 2005 ,Wednesday 10:07:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: 120TH ST I/S No: 313

AM/PM: AM Comments: 2015 No Action - No Project

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	116	544	109	2	5	2	167	296	157	1	2	1
AMBIENT												
RELATED												
PROJECT												
TOTAL	116	544	109	2	5	2	167	296	157	1	2	1
LANE	1	0	1	0	1	0	0	1	0	1	0	1	0	1	0	1	0	1	1	0	1	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Perm	Auto	Perm	Auto	Prot-Var	Auto	Prot-Var	Auto				

Critical Movements Diagram

SouthBound A: 3 B: 2

EastBound A: 2 B: 1

WestBound A: 227 B: 167

NorthBound A: 327 B: 116

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{327 + 2 + 227 + 1}{1375} = 0.405$$

LOS = A

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January 5, 2005 ,Wednesday 10:08:55 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: 104TH ST I/S No: 0

AM/PM: AM Comments: 2015 No Action No Project

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	286	633	0	0	622	231	0	0	0	76	0	94
AMBIENT												
RELATED												
PROJECT												
TOTAL	286	633	0	0	622	231	0	0	0	76	0	94
LANE	1	0	2	0	1	0	0	1	0	2	0	1	0	0	0	0	1	0	0	1	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Prot-Fix	Auto	Perm	Auto	Perm	Auto	Perm	OLA				

Critical Movements Diagram

SouthBound A: 284 B: 0

EastBound A: 0 B: 76

WestBound A: 0 B: 0

NorthBound A: 211 B: 286

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{286 + 284 + 0 + 76}{*1425} = 0.383$$

LOS = A

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January 5, 2005 ,Wednesday 10:08:55 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: BALI WY I/S No: 16

AM/PM: AM Comments: 2015 No Action / No Project

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	257	1666	32	26	1509	234	0	0	13	248	3	187
AMBIENT												
RELATED												
PROJECT												
TOTAL	257	1666	32	26	1509	234	0	0	13	248	3	187
LANE	1	0	2	0	1	0	0	1	0	2	0	1	0	0	1	0	0	0	1	1	0	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Split	Auto	Split	Auto				

Critical Movements Diagram

SouthBound A: 581 B: 26

EastBound A: 125 B: 125

WestBound A: 13 B: 0

NorthBound A: 566 B: 257

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{257 + 581 + 13 + 125}{*1375} = 0.640$$

LOS = B

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January 5, 2005 ,Wednesday 10:08:55 AM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA BLVD W/E: CULVER I/S No: 17

AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	25	975	77	198	1124	235	57	683	159	386	842	13
AMBIENT												
RELATED												
PROJECT												
TOTAL	25	975	77	198	1124	235	57	683	159	386	842	13
LANE	1 0 2	0 1 0		1 0 1	0 1 0		1 0 1	0 1 0		1 0 1	0 1 0	
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 679 B: 198

EastBound A: 427 B: 386

WestBound A: 421 B: 57

NorthBound A: 488 B: 25

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{25 + 679 + 421 + 386}{*1500} = 0.937 \qquad LOS = E$$

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January 5, 2005 ,Wednesday 10:08:55 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: CENTINELA AV I/S No: 20

AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	642	2708	36	120	2288	78	88	1369	143	0	767	123
AMBIENT												
RELATED												
PROJECT												
TOTAL	642	2708	36	120	2288	78	88	1369	143	0	767	123
LANE	1 0 2	0 1 0		1 0 2	0 1 0		1 0 3	0 1 0		0 0 2	0 1 0	
SIGNAL	Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 789 B: 120

EastBound A: 296 B: 0

WestBound A: 456 B: 88

NorthBound A: 915 B: 642

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{642 + 789 + 456 + 0}{*1375} = 1.302 \qquad LOS = F$$

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January 5, 2005 ,Wednesday 10:08:55 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA BREA AV W/E: CENTURY BLVD I/S No: 25

AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	260	1121	38	95	1078	69	98	1211	71	267	720	317
AMBIENT												
RELATED												
PROJECT												
TOTAL	260	1121	38	95	1078	69	98	1211	71	267	720	317
LANE	1 0 3	0 1 0		1 0 3	0 0 1	0	1 0 2	0 1 0		1 0 2	0 1 0	
SIGNAL	Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 359 B: 95

EastBound A: 346 B: 267

WestBound A: 427 B: 98

NorthBound A: 290 B: 260

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{260 + 359 + 427 + 267}{1375} = 0.955 \qquad LOS = E$$

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January 5, 2005 ,Wednesday 10:08:55 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: FIJI WY I/S No: 39

AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	367	1889	29	35	1484	47	32	29	27	59	31	563
AMBIENT												
RELATED												
PROJECT												
TOTAL	367	1889	29	35	1484	47	32	29	27	59	31	563
LANE	2 0 3	0 0 1	0	1 0 2	0 1 0		0 1 0	0 1 0		1 0 1	0 0 1	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Free	

Critical Movements Diagram

SouthBound A: 510 B: 35

EastBound A: 31 B: 59

WestBound A: 57 B: 32

NorthBound A: 630 B: 202

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{202 + 510 + 57 + 59}{*1425} = 0.511 \qquad LOS = A$$

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January 5, 2005 ,Wednesday 10:08:55 AM

INTERSECTION DATA SUMMARY SHEET

N/S: HAWTHORNE BLVD W/E: IMPERIAL HWY I/S No: 42

AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	163	990	399	249	840	244	111	743	210	104	294	22
AMBIENT												
RELATED												
PROJECT												
TOTAL	163	990	399	249	840	244	111	743	210	104	294	22
LANE	2	0	3	0	0	1	0	1	0	2	0	1	0	0	1	0	2	0	1	0	0	1	0	2	0	1	0	0
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Prot-Fix	Auto		Prot-Fix	Auto		Prot-Var	Auto		Prot-Var	Auto	

Critical Movements Diagram

SouthBound A: 361 B: 249

EastBound A: 105 B: 104

WestBound A: 318 B: 111

NorthBound A: 344 B: 90

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{344 + 249 + 318 + 104}{1375} = 0.738 \qquad LOS = C$$

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January 5, 2005 ,Wednesday 10:08:55 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: LA TIJERA BLVD I/S No: 70

AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	2623	40	0	2469	1185	0	0	0	857	135	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2623	40	0	2469	1185	0	0	0	857	135	0
LANE	0	0	2	0	1	0	0	0	0	2	0	1	1	0	0	0	0	0	0	0	0	3	0	0	0	1	0	0
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Perm	OLA		<none>	<none>		Split	Auto	

Critical Movements Diagram

SouthBound A: 914 B: 0

EastBound A: 135 B: 317

WestBound A: 0 B: 0

NorthBound A: 888 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{0 + 914 + 0 + 317}{*1500} = 0.751 \qquad LOS = C$$

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January 5, 2005 ,Wednesday 10:08:55 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: MARINA EXPWY I/S No: 89

AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	1737	208	653	1608	0	489	0	645	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1737	208	653	1608	0	489	0	645	0	0	0
LANE	0	0	2	0	1	0	0	2	0	3	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Prot-Fix	<none>		Split	OLA		<none>	<none>	

Critical Movements Diagram

SouthBound A: 536 B: 359

EastBound A: 0 B: 0

WestBound A: 0 B: 269

NorthBound A: 648 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{648 + 359 + 269 + 0}{*1425} = 0.825 \qquad LOS = D$$

Developed by Chun Wong, 12/94

24NANPAM

CalcaDB

January 5, 2005 ,Wednesday 10:08:55 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: MAXELLA AV I/S No: 90

AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	88	1916	242	325	1907	52	292	27	400	86	61	141
AMBIENT												
RELATED												
PROJECT												
TOTAL	88	1916	242	325	1907	52	292	27	400	86	61	141
LANE	2	0	3	0	0	1	0	2	0	3	0	1	0	0	1	0	0	0	0	1	0	1	0	1	0	0	1	0
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Prot-Var	Auto		Prot-Var	Auto		Split	OLA		Split	Auto	

Critical Movements Diagram

SouthBound A: 490 B: 179

EastBound A: 117 B: 86

WestBound A: 221 B: 159

NorthBound A: 639 B: 48

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{639 + 179 + 221 + 117}{*1375} = 0.771 \qquad LOS = C$$

Developed by Chun Wong, 12/94

24NANPAM

CalcaDB

January 5, 2005 ,Wednesday 10:08:55 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD | W/E: MINDANAO WY | I/S No: 91

AM/PM: AM | Comments:

COUNT DATE: | STUDY DATE: | GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	32	1889	230	179	1363	152	164	588	112	0	1067	60
AMBIENT												
RELATED												
PROJECT												
TOTAL	32	1889	230	179	1363	152	164	588	112	0	1067	60
LANE	1	0	3	0	0	1	0	1	0	2	0	1	0	1	0	0	0	0	1	0	1	0	0
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Prot-Var	Auto		Prot-Var	Auto		Prot-Fix	Auto		Perm	Auto	

Critical Movements Diagram

SouthBound A: 505 B: 179

EastBound A: 563 B: 0

WestBound A: 350 B: 90

NorthBound A: 630 B: 32

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{630 + 179 + 90 + 563}{*1375} = 0.993 \qquad LOS = E$$

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CalcaDB

January 5, 2005 ,Wednesday 10:08:55 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD | W/E: VENICE BLVD | I/S No: 95

AM/PM: AM | Comments:

COUNT DATE: | STUDY DATE: | GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	141	1351	101	189	1310	53	377	498	262	225	1022	219
AMBIENT												
RELATED												
PROJECT												
TOTAL	141	1351	101	189	1310	53	377	498	262	225	1022	219
LANE	2	0	1	0	1	0	0	2	0	1	0	1	0	0	2	0	2	0	0	1	0	2	0	3	0	0	1	0
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Prot-Var	Auto		Prot-Var	Auto		Prot-Var	Auto		Prot-Var	Auto	

Critical Movements Diagram

SouthBound A: 682 B: 104

EastBound A: 341 B: 124

WestBound A: 249 B: 207

NorthBound A: 726 B: 78

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{726 + 104 + 207 + 341}{*1375} = 0.932 \qquad LOS = E$$

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CalcaDB

January 5, 2005 ,Wednesday 10:08:55 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD | W/E: WASHINGTON BLVD | I/S No: 96

AM/PM: AM | Comments:

COUNT DATE: | STUDY DATE: | GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	538	1929	336	141	1158	85	185	515	118	106	828	609
AMBIENT												
RELATED												
PROJECT												
TOTAL	538	1929	336	141	1158	85	185	515	118	106	828	609
LANE	2	0	2	0	1	0	0	2	0	2	0	1	0	0	2	0	2	0	0	1	0	2	0	2	0	0	1	0
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Prot-Var	Auto		Prot-Var	Auto		Prot-Var	Auto		Prot-Var	OLA	

Critical Movements Diagram

SouthBound A: 414 B: 78

EastBound A: 414 B: 58

WestBound A: 258 B: 102

NorthBound A: 755 B: 296

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{755 + 78 + 102 + 414}{*1375} = 0.911 \qquad LOS = E$$

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January 5, 2005 ,Wednesday 10:08:55 AM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA BLVD | W/E: ROUTE 90 EB | I/S No: 118

AM/PM: AM | Comments:

COUNT DATE: | STUDY DATE: | GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	430	239	501	1153	0	0	0	0	69	0	49
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	430	239	501	1153	0	0	0	0	69	0	49
LANE	0	0	2	0	1	0	0	2	0	3	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Prot-Fix	Auto		<none>	<none>		Split	Auto	

Critical Movements Diagram

SouthBound A: 384 B: 276

EastBound A: 69 B: 69

WestBound A: 0 B: 0

NorthBound A: 239 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{239 + 276 + 0 + 69}{*1425} = 0.340 \qquad LOS = A$$

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January 5, 2005 ,Wednesday 10:08:55 AM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA BLVD W/E: ROUTE 90 WB I/S No: 119

AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	40	976	75	0	1385	18	450	5	383	18	0	106
AMBIENT												
RELATED												
PROJECT												
TOTAL	40	976	75	0	1385	18	450	5	383	18	0	106
LANE	1	0	2	0	1	0	0	0	2	0	1	0	0	1	0	0	1	0	0	0	0	0	0	1
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Free		Perm	Auto		Split	Auto		Split	Auto	

Critical Movements Diagram

SouthBound A: 468 B: 0

EastBound A: 123 B: 18

WestBound A: 279 B: 279

NorthBound A: 350 B: 40

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{40 + 468 + 279 + 123}{*1425} = 0.569 \qquad LOS = A$$

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January 5, 2005 ,Wednesday 10:08:55 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: 79TH/80TH ST I/S No: 136

AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	78	2219	59	59	1434	138	71	197	189	115	158	155
AMBIENT												
RELATED												
PROJECT												
TOTAL	78	2219	59	59	1434	138	71	197	189	115	158	155
LANE	1	0	2	0	1	0	0	1	0	3	0	0	1	0	0	1	0	1	0	0	1	0	1	0
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Perm	Auto		Perm	Auto		Perm	Auto	

Critical Movements Diagram

SouthBound A: 478 B: 59

EastBound A: 158 B: 115

WestBound A: 263 B: 71

NorthBound A: 759 B: 78

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{759 + 59 + 263 + 115}{*1500} = 0.727 \qquad LOS = C$$

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January 5, 2005 ,Wednesday 10:08:55 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: 83RD ST I/S No: 137

AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	33	2234	14	79	1820	63	29	170	143	179	213	84
AMBIENT												
RELATED												
PROJECT												
TOTAL	33	2234	14	79	1820	63	29	170	143	179	213	84
LANE	1	0	3	0	0	1	0	1	0	2	0	1	0	0	1	0	0	1	0	1	0	0	1	0
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Perm	Auto		Perm	Auto		Perm	Auto	

Critical Movements Diagram

SouthBound A: 628 B: 79

EastBound A: 213 B: 179

WestBound A: 312 B: 29

NorthBound A: 745 B: 33

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{745 + 79 + 312 + 179}{*1500} = 0.807 \qquad LOS = D$$

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CalcaDB

January 5, 2005 ,Wednesday 10:08:55 AM

INTERSECTION DATA SUMMARY SHEET

N/S: HAWTHORNE BLVD W/E: LENNOX BLVD I/S No: 309

AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	209	1234	59	223	955	214	104	556	255	95	264	53
AMBIENT												
RELATED												
PROJECT												
TOTAL	209	1234	59	223	955	214	104	556	255	95	264	53
LANE	1	0	3	0	0	1	0	1	0	2	0	1	0	0	1	0	0	1	0	1	0	0	1	0
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Prot-Var	Auto		Prot-Var	Auto		Perm	Auto		Perm	Auto	

Critical Movements Diagram

SouthBound A: 390 B: 223

EastBound A: 158 B: 95

WestBound A: 556 B: 104

NorthBound A: 411 B: 209

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{411 + 223 + 556 + 95}{*1375} = 0.865 \qquad LOS = D$$

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24NANPAM

CalcaDB

January 5, 2005 ,Wednesday 10:08:55 AM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD AV W/E: LENNOX BLVD I/S No: 310

AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	155	379	89	73	348	108	116	795	94	72	212	99
AMBIENT												
RELATED												
PROJECT												
TOTAL	155	379	89	73	348	108	116	795	94	72	212	99
LANE	1 0 0 0 1 0 0			1 0 0 0 1 0 0			1 0 0 0 1 0 0			1 0 0 0 1 0 0		
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Perm	Auto		Perm	Auto		Perm	Auto	

Critical Movements Diagram

SouthBound A: 456 B: 73

EastBound A: 311 B: 72

WestBound A: 889 B: 116

NorthBound A: 468 B: 155

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{155 + 456 + 889 + 72}{1500} = 1.048$$

LOS = F

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CalcaDB

January 5, 2005 ,Wednesday 10:08:55 AM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD W/E: ARBOR VITAE I/S No: 502

AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	118	256	67	97	271	127	93	993	131	95	682	119
AMBIENT												
RELATED												
PROJECT												
TOTAL	118	256	67	97	271	127	93	993	131	95	682	119
LANE	1 0 0 0 1 0 0			0 0 0 1 0 0 0			1 0 1 0 1 0 0			1 0 1 0 1 0 0		
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Perm	Auto		Perm	Auto		Perm	Auto	

Critical Movements Diagram

SouthBound A: 495 B: 97

EastBound A: 400 B: 95

WestBound A: 562 B: 93

NorthBound A: 323 B: 118

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{118 + 495 + 562 + 95}{1500} = 0.847$$

LOS = D

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CalcaDB

January 5, 2005 ,Wednesday 10:08:55 AM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD W/E: CENTURY I/S No: 503

AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	119	262	175	73	442	92	129	1438	84	39	420	22
AMBIENT												
RELATED												
PROJECT												
TOTAL	119	262	175	73	442	92	129	1438	84	39	420	22
LANE	1 0 0 0 1 0 0			1 0 0 0 1 0 0			1 0 2 0 1 0 0			1 0 2 0 1 0 0		
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Perm	Auto		Perm	Auto		Perm	Auto	

Critical Movements Diagram

SouthBound A: 534 B: 73

EastBound A: 147 B: 39

WestBound A: 507 B: 129

NorthBound A: 438 B: 119

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{119 + 534 + 507 + 39}{1500} = 0.799$$

LOS = C

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January 5, 2005 ,Wednesday 10:08:55 AM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD W/E: IMPERIAL I/S No: 505

AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	499	426	93	34	422	99	137	953	79	120	297	152
AMBIENT												
RELATED												
PROJECT												
TOTAL	499	426	93	34	422	99	137	953	79	120	297	152
LANE	1 0 1 0 0 1 0			1 0 0 0 1 0 0			1 0 2 0 1 0 0			1 0 2 0 1 0 0		
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Perm	Auto		Perm	Auto		Perm	Auto	

Critical Movements Diagram

SouthBound A: 521 B: 34

EastBound A: 152 B: 120

WestBound A: 344 B: 137

NorthBound A: 426 B: 499

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{499 + 521 + 344 + 120}{1500} = 0.989$$

LOS = E

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CalcaDB

January 5, 2005 ,Wednesday 10:08:55 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA BREA | W/E: ARBOR VITAE | I/S No: 506

AM/PM: AM | Comments: 2015 No Action / No Project

COUNT DATE: | STUDY DATE: | GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	160	1059	33	157	877	53	100	433	184	172	387	177
AMBIENT												
RELATED												
PROJECT												
TOTAL	160	1059	33	157	877	53	100	433	184	172	387	177
LANE	1	0	2	0	1	0	1	0	3	0	0	1	0	1	0	2	0	0	1	0	1	0	0	1	0
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Perm	Auto		Prot-Fix	Auto		Prot-Fix	Auto	

Critical Movements Diagram

SouthBound A: 292 B: 157

EastBound A: 387 B: 172

WestBound A: 217 B: 100

NorthBound A: 364 B: 160

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{364 + 157 + 100 + 387}{1425} = 0.707$$

LOS = C

Developed by Chun Wong, 12/94

24NANPAM

CalcaDB

January 5, 2005 ,Wednesday 10:08:55 AM

INTERSECTION DATA SUMMARY SHEET

N/S: PRAIRIE | W/E: LENNOX | I/S No: 510

AM/PM: AM | Comments: 2015 No Action No Project

COUNT DATE: | STUDY DATE: | GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	584	1514	0	0	1376	451	0	0	0	197	0	308
AMBIENT												
RELATED												
PROJECT												
TOTAL	584	1514	0	0	1376	451	0	0	0	197	0	308
LANE	1	0	3	0	0	0	0	0	2	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Perm	Auto		Split	Auto		Split	Auto	

Critical Movements Diagram

SouthBound A: 609 B: 0

EastBound A: 308 B: 197

WestBound A: 0 B: 0

NorthBound A: 505 B: 584

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{584 + 609 + 0 + 308}{1425} = 1.053$$

LOS = F

Developed by Chun Wong, 12/94

15NANPPM

CalcaDB

January 5, 2005 ,Wednesday 10:10:35 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AIRPORT BLVD | W/E: ARBOR VITAE ST | I/S No: 3

AM/PM: PM | Comments: 2015 No Action / No Project

COUNT DATE: | STUDY DATE: | GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	100	890	213	144	680	38	297	807	267	103	641	199
AMBIENT												
RELATED												
PROJECT												
TOTAL	100	890	213	144	680	38	297	807	267	103	641	199
LANE	1	0	1	0	1	0	0	1	0	3	0	0	1	0	1	0	1	0	0	1	0	2	0	0	1	0
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Perm	Auto		Perm	Auto		Perm	Auto	

Critical Movements Diagram

SouthBound A: 227 B: 144

EastBound A: 320 B: 103

WestBound A: 537 B: 297

NorthBound A: 552 B: 100

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{552 + 144 + 537 + 103}{*1500} = 0.821$$

LOS = D

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15NANPPM

CalcaDB

January 5, 2005 ,Wednesday 10:10:35 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AIRPORT BLVD | W/E: CENTURY BLVD | I/S No: 4

AM/PM: PM | Comments: 2015 No Action / No Project

COUNT DATE: | STUDY DATE: | GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	891	0	283	0	1648	508	427	1497	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	891	0	283	0	1648	508	427	1497	0
LANE	1	0	2	0	0	1	0	2	1	1	0	0	1	0	1	0	4	0	0	1	0	2	0	4	0	0	1	0
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Split	Auto		Split	Auto		Prot-Var	OLA		Prot-Var	Auto	

Critical Movements Diagram

SouthBound A: 166 B: 330

EastBound A: 374 B: 235

WestBound A: 412 B: 0

NorthBound A: 0 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{0 + 330 + 412 + 235}{*1375} = 0.641$$

LOS = B

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15NANPPM

CalcaDB

January 5, 2005 ,Wednesday 10:10:35 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AIRPORT BLVD W/E: LA TIJERA BLVD I/S No: 5

AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	283	176	605	8	130	48	404	870	2	58	1260	164
AMBIENT												
RELATED												
PROJECT												
TOTAL	283	176	605	8	130	48	404	870	2	58	1260	164
LANE	0 1 0	0 1 1	0	0 1 0	0 1 0	0	2 0 1	0 1 0	0	1 0 2	0 1 0	0
SIGNAL	Phasing: Perm	RTOR: OLA		Phasing: Perm	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 104 B: 8

EastBound A: 475 B: 58

WestBound A: 436 B: 222

NorthBound A: 354 B: 283

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{283 + 104 + 222 + 475}{*1375} = 0.718$$

LOS = C

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15NANPPM

CalcaDB

January 5, 2005 ,Wednesday 10:10:35 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AIRPORT BLVD W/E: MANCHESTER AV I/S No: 6

AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	101	837	81	90	559	42	214	1262	108	67	1474	78
AMBIENT												
RELATED												
PROJECT												
TOTAL	101	837	81	90	559	42	214	1262	108	67	1474	78
LANE	1 0 1	0 1 0	0	1 0 1	0 1 0	0	1 0 2	0 1 0	0	1 0 2	0 0 1	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 301 B: 90

EastBound A: 737 B: 67

WestBound A: 631 B: 214

NorthBound A: 459 B: 101

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{459 + 90 + 214 + 737}{*1500} = 0.930$$

LOS = E

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15NANPPM

CalcaDB

January 5, 2005 ,Wednesday 10:10:35 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: ARBOR VITAE ST I/S No: 7

AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	386	885	246	246	746	188	268	1037	147	169	1085	176
AMBIENT												
RELATED												
PROJECT												
TOTAL	386	885	246	246	746	188	268	1037	147	169	1085	176
LANE	2 0 2	0 0 1	0	1 0 1	0 1 0	0	1 0 1	0 1 0	0	1 0 1	0 1 0	0
SIGNAL	Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 467 B: 246

EastBound A: 631 B: 169

WestBound A: 592 B: 268

NorthBound A: 443 B: 212

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{443 + 246 + 268 + 631}{*1375} = 1.085$$

LOS = F

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15NANPPM

CalcaDB

January 5, 2005 ,Wednesday 10:10:35 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: ARBOR VITAE ST I/S No: 8

AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	294	750	261	289	773	223	51	1064	185	183	1223	190
AMBIENT												
RELATED												
PROJECT												
TOTAL	294	750	261	289	773	223	51	1064	185	183	1223	190
LANE	1 0 1	0 1 0	0	1 0 1	0 1 0	0	1 0 2	0 0 1	0	1 0 1	0 1 0	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 498 B: 289

EastBound A: 707 B: 183

WestBound A: 532 B: 51

NorthBound A: 506 B: 294

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{506 + 289 + 51 + 707}{1500} = 1.035$$

LOS = F

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15NANPPM

CalcaDB

January 5, 2005 ,Wednesday 10:10:35 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: 111TH ST I/S No: 10

AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	2	1378	28	139	1300	21	71	13	360	30	10	2
AMBIENT												
RELATED												
PROJECT												
TOTAL	2	1378	28	139	1300	21	71	13	360	30	10	2
LANE	1 0 2 0 1 0 0			1 0 2 0 1 0 0			1 0 1 0 1 0 0			1 0 0 0 1 0 0		
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Perm	Auto		Perm	Auto		Perm	Auto	

Critical Movements Diagram

SouthBound A: 440 B: 139

EastBound A: 12 B: 30

WestBound A: 360 B: 71

NorthBound A: 468 B: 2

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{468 + 139 + 360 + 30}{*1500} = 0.595 \qquad LOS = A$$

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15NANPPM

CalcaDB

January 5, 2005 ,Wednesday 10:10:35 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: CENTURY BLVD I/S No: 11

AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	532	1114	176	186	792	194	43	2022	247	192	2695	368
AMBIENT												
RELATED												
PROJECT												
TOTAL	532	1114	176	186	792	194	43	2022	247	192	2695	368
LANE	3 0 1 0 1 0 0			2 0 2 0 0 1 0			1 0 3 0 1 0 0			1 0 3 0 1 0 0		
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Prot-Var	Auto		Prot-Var	Auto		Prot-Var	Auto		Prot-Var	Auto	

Critical Movements Diagram

SouthBound A: 396 B: 102

EastBound A: 766 B: 192

WestBound A: 567 B: 43

NorthBound A: 645 B: 197

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{645 + 102 + 43 + 766}{*1375} = 1.062 \qquad LOS = F$$

Developed by Chun Wong, 12/94

15NANPPM

CalcaDB

January 5, 2005 ,Wednesday 10:10:35 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: EL SEGUNDO BLVD I/S No: 12

AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	236	1049	297	310	1290	196	245	738	64	208	2021	356
AMBIENT												
RELATED												
PROJECT												
TOTAL	236	1049	297	310	1290	196	245	738	64	208	2021	356
LANE	1 0 2 0 1 0 0			1 0 3 0 0 1 0			2 0 2 0 1 0 0			1 0 3 0 0 1 0		
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Prot-Var	Auto		Prot-Var	Auto		Prot-Var	Auto		Prot-Var	Auto	

Critical Movements Diagram

SouthBound A: 430 B: 310

EastBound A: 674 B: 208

WestBound A: 267 B: 135

NorthBound A: 449 B: 236

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{449 + 310 + 135 + 674}{1375} = 1.140 \qquad LOS = F$$

Developed by Chun Wong, 12/94

15NANPPM

CalcaDB

January 5, 2005 ,Wednesday 10:10:35 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: IMPERIAL HWY I/S No: 13

AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	617	574	251	435	1411	408	110	1263	209	389	1204	541
AMBIENT												
RELATED												
PROJECT												
TOTAL	617	574	251	435	1411	408	110	1263	209	389	1204	541
LANE	2 0 2 0 0 1 0			2 0 1 0 1 1 0			2 0 3 0 0 1 0			2 0 2 0 1 0 0		
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Prot-Var	OLA		Prot-Var	OLA		Prot-Var	OLA		Prot-Var	Auto	

Critical Movements Diagram

SouthBound A: 706 B: 239

EastBound A: 582 B: 214

WestBound A: 421 B: 61

NorthBound A: 287 B: 339

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{339 + 706 + 61 + 582}{*1375} = 1.158 \qquad LOS = F$$

Developed by Chun Wong, 12/94

15NANPPM

CalcaDB

January 5, 2005 ,Wednesday 10:10:35 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: MANCHESTER AV I/S No: 14

AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	272	542	144	0	537	358	82	901	6	505	1573	455
AMBIENT												
RELATED												
PROJECT												
TOTAL	272	542	144	0	537	358	82	901	6	505	1573	455
LANE	1	0	1	0	1	0	0	0	2	0	0	1
	0	1	0	1	0	0	0	0	1	0	2	0
	0	0	0	0	0	0	0	0	0	0	0	0
	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
SIGNAL	Prot-Fix		Auto	Perm		Auto	Perm		Auto	Prot-Fix		Auto

Critical Movements Diagram

SouthBound A: 268 B: 0

EastBound A: 786 B: 505

WestBound A: 450 B: 82

NorthBound A: 343 B: 272

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{272 + 268 + 450 + 505}{1375} = 1.087$$

LOS = F

Developed by Chun Wong, 12/94

15NANPPM

CalcaDB

January 5, 2005 ,Wednesday 10:10:35 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: ROSECRANS AV I/S No: 15

AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	186	843	583	677	2041	472	815	1508	178	626	1906	155
AMBIENT												
RELATED												
PROJECT												
TOTAL	186	843	583	677	2041	472	815	1508	178	626	1906	155
LANE	2	0	3	0	0	1	0	2	0	4	0	0
	1	0	0	2	0	0	1	0	3	0	1	0
	0	0	0	0	0	0	0	0	0	0	0	0
	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
SIGNAL	Prot-Var		Auto	Prot-Var		Auto	Prot-Var		Auto	Prot-Var		Auto

Critical Movements Diagram

SouthBound A: 510 B: 372

EastBound A: 515 B: 344

WestBound A: 422 B: 448

NorthBound A: 359 B: 102

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{359 + 372 + 448 + 515}{1375} = 1.232$$

LOS = F

Developed by Chun Wong, 12/94

15NANPPM

CalcaDB

January 5, 2005 ,Wednesday 10:10:35 AM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AV W/E: JEFFERSON BLVD I/S No: 18

AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	149	676	174	518	173	443	165	1413	514	675	2175	18
AMBIENT												
RELATED												
PROJECT												
TOTAL	149	676	174	518	173	443	165	1413	514	675	2175	18
LANE	2	0	3	0	0	1	0	2	0	2	0	0
	1	0	0	1	0	0	1	0	3	0	0	1
	0	0	0	0	0	0	0	0	0	0	0	0
	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
SIGNAL	Prot-Var		OLA	Prot-Var		OLA	Prot-Var		OLA	Prot-Var		OLA

Critical Movements Diagram

SouthBound A: 87 B: 285

EastBound A: 725 B: 371

WestBound A: 471 B: 91

NorthBound A: 225 B: 82

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{225 + 285 + 471 + 371}{*1375} = 0.913$$

LOS = E

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January 5, 2005 ,Wednesday 10:10:35 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: CENTINELA AV I/S No: 22

AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	632	1327	279	211	1846	186	378	671	207	275	1035	860
AMBIENT												
RELATED												
PROJECT												
TOTAL	632	1327	279	211	1846	186	378	671	207	275	1035	860
LANE	2	0	3	0	0	1	0	2	0	3	0	0
	1	0	0	1	0	0	1	0	1	0	1	0
	0	0	0	0	0	0	0	0	0	0	0	0
	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
SIGNAL	Prot-Var		Auto	Prot-Var		Auto	Prot-Var		OLA	Prot-Var		OLA

Critical Movements Diagram

SouthBound A: 615 B: 116

EastBound A: 345 B: 275

WestBound A: 439 B: 208

NorthBound A: 442 B: 348

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{348 + 615 + 439 + 275}{*1375} = 1.150$$

LOS = F

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January 5, 2005 ,Wednesday 10:10:35 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: CENTURY BLVD I/S No: 26

AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	272	549	437	222	664	670	75	1192	266	344	2214	990
AMBIENT												
RELATED												
PROJECT												
TOTAL	272	549	437	222	664	670	75	1192	266	344	2214	990
LANE	1	0	2	0	0	2	0	1	0	2	0	0	2	0	1	0	3	0	1	0	0	1	0	3	0	0	2	0
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Prot-Var	OLA		Prot-Var	OLA		Prot-Var	Auto		Prot-Var	OLA	

Critical Movements Diagram

SouthBound A: 332 B: 222

EastBound A: 738 B: 344

WestBound A: 365 B: 75

NorthBound A: 275 B: 272

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{272 + 332 + 75 + 738}{*1375} = 0.961 \qquad LOS = E$$

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January 5, 2005 ,Wednesday 10:10:35 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: CENTURY BLVD I/S No: 27

AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	3486	6	0	3168	53	1081	43	464	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	3486	6	0	3168	53	1081	43	464	0	0	0
LANE	0	0	4	0	0	1	0	0	0	4	0	0	1	0	1	1	0	0	0	2	0	0	0	0	0	0	0
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Free		Perm	Auto		Split	Auto		<none>	<none>	

Critical Movements Diagram

SouthBound A: 792 B: 0

EastBound A: 0 B: 0

WestBound A: 562 B: 562

NorthBound A: 871 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{871 + 0 + 562 + 0}{*1500} = 0.885 \qquad LOS = D$$

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January 5, 2005 ,Wednesday 10:10:35 AM

INTERSECTION DATA SUMMARY SHEET

N/S: CULVER BLVD W/E: JEFFERSON BLVD I/S No: 28

AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	1089	609	23	1102	0	1386	0	7	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1089	609	23	1102	0	1386	0	7	0	0	0
LANE	0	0	2	0	0	1	0	0	1	1	0	0	0	0	2	0	0	0	0	1	0	0	0	0	0	0	0
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Free		Perm	Auto		Split	Auto		<none>	<none>	

Critical Movements Diagram

SouthBound A: 621 B: 23

EastBound A: 0 B: 0

WestBound A: 7 B: 762

NorthBound A: 545 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{0 + 621 + 762 + 0}{*1500} = 0.852 \qquad LOS = D$$

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January 5, 2005 ,Wednesday 10:10:35 AM

INTERSECTION DATA SUMMARY SHEET

N/S: VISTA DEL MAR W/E: CULVER BLVD I/S No: 33

AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	4	24	671	52	6	1	1043	158	68	2	136	5
AMBIENT												
RELATED												
PROJECT												
TOTAL	4	24	671	52	6	1	1043	158	68	2	136	5
LANE	0	0	0	0	1	1	0	0	0	0	1	0	0	0	0	1	0	0	2	1	0	0	1	0	0	1	0	0
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Split	Auto		Split	Auto		Split	Auto		Split	Auto	

Critical Movements Diagram

SouthBound A: 59 B: 52

EastBound A: 71 B: 2

WestBound A: 227 B: 386

NorthBound A: 348 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{348 + 59 + 386 + 71}{*1375} = 0.558 \qquad LOS = A$$

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January 5, 2005 ,Wednesday 10:10:35 AM

INTERSECTION DATA SUMMARY SHEET

N/S: DOUGLAS ST | W/E: IMPERIAL HWY | I/S No: 34

AM/PM: PM | Comments:

COUNT DATE: | STUDY DATE: | GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	294	12	441	32	0	31	0	2049	29	64	1134	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	294	12	441	32	0	31	0	2049	29	64	1134	0
LANE	2	0	2	0	0	2	0	1	0	0	0	1	1	0	0	2	0	1	0	0	1	0	3	0	0	0	0
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Split	Auto		Split	Auto		Prot-Var	Auto		Prot-Var	Auto	

Critical Movements Diagram

SouthBound A: 0 B: 21

EastBound A: 378 B: 64

WestBound A: 693 B: 0

NorthBound A: 243 B: 162

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{243 + 21 + 693 + 64}{*1375} = 0.673$$

LOS = B

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January 5, 2005 ,Wednesday 10:10:35 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD | W/E: EL SEGUNDO BLVD | I/S No: 35

AM/PM: PM | Comments:

COUNT DATE: | STUDY DATE: | GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	320	2398	51	248	3500	100	702	462	247	92	556	316
AMBIENT												
RELATED												
PROJECT												
TOTAL	320	2398	51	248	3500	100	702	462	247	92	556	316
LANE	2	0	3	0	0	1	0	2	0	4	0	0	1	0	1	1	1	0	0	1	0	1	0	2	0	0	1	0
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Prot-Var	Auto		Prot-Var	Auto		Split	Auto		Split	Auto	

Critical Movements Diagram

SouthBound A: 875 B: 137

EastBound A: 278 B: 92

WestBound A: 388 B: 388

NorthBound A: 799 B: 176

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{176 + 875 + 388 + 278}{1375} = 1.249$$

LOS = F

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January 5, 2005 ,Wednesday 10:10:35 AM

INTERSECTION DATA SUMMARY SHEET

N/S: VISTA DEL MAR | W/E: GRAND AV | I/S No: 36

AM/PM: PM | Comments:

COUNT DATE: | STUDY DATE: | GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	532	136	257	1411	5	199	8	124	3	8	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	532	136	257	1411	5	199	8	124	3	8	0
LANE	1	0	1	0	1	0	0	1	0	1	0	1	0	0	1	0	0	1	1	0	0	0	1	0	0	0	1	0	0
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Perm	Auto		Perm	Auto		Perm	Auto	

Critical Movements Diagram

SouthBound A: 708 B: 257

EastBound A: 11 B: 3

WestBound A: 124 B: 103

NorthBound A: 334 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{0 + 708 + 124 + 3}{*1500} = 0.487$$

LOS = A

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January 5, 2005 ,Wednesday 10:10:35 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD | W/E: FLORENCE AV | I/S No: 40

AM/PM: PM | Comments:

COUNT DATE: | STUDY DATE: | GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	36	684	98	592	953	439	214	638	107	400	820	26
AMBIENT												
RELATED												
PROJECT												
TOTAL	36	684	98	592	953	439	214	638	107	400	820	26
LANE	1	0	1	0	1	0	0	1	1	1	0	0	1	0	1	0	1	0	0	1	0	1	0	1	0	0	1	0	1
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Split	Auto		Split	Auto		Prot-Var	Auto		Prot-Var	Auto	

Critical Movements Diagram

SouthBound A: 515 B: 515

EastBound A: 423 B: 400

WestBound A: 372 B: 214

NorthBound A: 391 B: 36

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{391 + 515 + 372 + 400}{1375} = 1.220$$

LOS = F

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January 5, 2005 ,Wednesday 10:10:35 AM

INTERSECTION DATA SUMMARY SHEET

N/S: HIGHLAND AV/VISTA DEL MAR W/E: ROSECRANS AV I/S No: 43

AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	4	266	156	135	963	501	177	78	510	25	120	13
AMBIENT												
RELATED												
PROJECT												
TOTAL	4	266	156	135	963	501	177	78	510	25	120	13
LANE	1	0	1	0	1	0	0	1	0	0	1	0	0	1	0	1	0	1	0	1	0	0	0	1	0	0
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Prot-Fix	Auto		Perm	Auto		Perm	Auto	

Critical Movements Diagram

SouthBound A: 1464 B: 135

EastBound A: 132 B: 25

WestBound A: 443 B: 177

NorthBound A: 211 B: 4

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{4 + 1464 + 443 + 25}{1425} = 1.359 \qquad LOS = F$$

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January 5, 2005 ,Wednesday 10:10:35 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: HOWARD HUGHES PKWY I/S No: 44

AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	2472	884	887	2114	0	894	0	168	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2472	884	887	2114	0	894	0	168	0	0	0
LANE	0	0	4	0	0	1	0	2	0	3	0	0	0	0	3	0	0	0	0	1	0	0	0	0	0	0	0
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Free		Prot-Fix	<none>		Split	OLA		<none>	<none>	

Critical Movements Diagram

SouthBound A: 705 B: 488

EastBound A: 0 B: 0

WestBound A: 0 B: 331

NorthBound A: 618 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{618 + 488 + 331 + 0}{*1425} = 0.938 \qquad LOS = E$$

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January 5, 2005 ,Wednesday 10:10:35 AM

INTERSECTION DATA SUMMARY SHEET

N/S: I-105 FWY/CONTINENTAL CITY DR W/E: IMPERIAL HWY I/S No: 45

AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	270	0	186	0	0	0	772	1177	0	0	1438	680
AMBIENT												
RELATED												
PROJECT												
TOTAL	270	0	186	0	0	0	772	1177	0	0	1438	680
LANE	2	0	0	0	0	2	0	0	0	0	0	0	0	0	2	0	3	0	0	0	0	0	2	0	1	1	0
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Split	OLA		<none>	<none>		Prot-Fix	<none>		Perm	OLA	

Critical Movements Diagram

SouthBound A: 0 B: 0

EastBound A: 530 B: 0

WestBound A: 392 B: 425

NorthBound A: 0 B: 148

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{148 + 0 + 425 + 530}{*1425} = 0.704 \qquad LOS = C$$

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CalcaDB

January 5, 2005 ,Wednesday 10:10:35 AM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 FWY NB RAMPS W/E: IMPERIAL HWY I/S No: 46

AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	199	0	143	0	0	0	0	345	157	0	1163	431
AMBIENT												
RELATED												
PROJECT												
TOTAL	199	0	143	0	0	0	0	345	157	0	1163	431
LANE	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	1	0	0	0	2	0	1	1	0
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Split	Auto		<none>	<none>		Perm	Free		Perm	Free	

Critical Movements Diagram

SouthBound A: 0 B: 0

EastBound A: 398 B: 0

WestBound A: 126 B: 0

NorthBound A: 171 B: 171

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{171 + 0 + 0 + 398}{1500} = 0.379 \qquad LOS = A$$

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CalcaDB

January 5, 2005 ,Wednesday 10:10:35 AM

INTERSECTION DATA SUMMARY SHEET

N/S: MAIN ST | W/E: IMPERIAL HWY | I/S No: 47

AM/PM: PM | Comments:

COUNT DATE: | STUDY DATE: | GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	583	0	654	0	0	0	943	946	0	0	813	606
AMBIENT												
RELATED												
PROJECT												
TOTAL	583	0	654	0	0	0	943	946	0	0	813	606
LANE	2	0	0	0	1	0	0	0	0	0	0	0
	1	0	2	0	0	0	0	0	2	0	1	0
SIGNAL	Phasing: Split	RTOR: Free		Phasing: <none>	RTOR: <none>		Phasing: Prot-Fix	RTOR: <none>		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 0 B: 0

EastBound A: 446 B: 0

WestBound A: 473 B: 943

NorthBound A: 0 B: 321

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{321 + 0 + 943 + 446}{*1425} = 1.130 \qquad LOS = F$$

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CalcaDB

January 5, 2005 ,Wednesday 10:10:35 AM

INTERSECTION DATA SUMMARY SHEET

N/S: I-105 FWY W/B OFF/NASH ST | W/E: IMPERIAL HWY | I/S No: 48

AM/PM: PM | Comments:

COUNT DATE: | STUDY DATE: | GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	67	268	273	740	1687	0	0	1094	241
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	67	268	273	740	1687	0	0	1094	241
LANE	0	0	0	0	0	0	1	1	0	0	1	0
	1	0	0	1	1	0	2	0	3	0	0	0
	0	0	2	0	1	0						
SIGNAL	Phasing: <none>	RTOR: <none>		Phasing: Split	RTOR: Auto		Phasing: Prot-Fix	RTOR: <none>		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 180 B: 67

EastBound A: 445 B: 0

WestBound A: 562 B: 407

NorthBound A: 0 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{0 + 180 + 407 + 445}{*1425} = 0.654 \qquad LOS = B$$

Developed by Chun Wong, 12/94

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CalcaDB

January 5, 2005 ,Wednesday 10:10:35 AM

INTERSECTION DATA SUMMARY SHEET

N/S: PERSHING DR | W/E: IMPERIAL HWY | I/S No: 49

AM/PM: PM | Comments:

COUNT DATE: | STUDY DATE: | GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	1211	0	484	0	846	969	212	487	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	1211	0	484	0	846	969	212	487	0
LANE	0	0	0	1	0	0	1	0	0	1	0	1
	0	1	0	1	0	1	1	0	2	0	0	1
	0	2	0	1	0	0						
SIGNAL	Phasing: Split	RTOR: Auto		Phasing: Split	RTOR: OLA		Phasing: Prot-Var	RTOR: OLA		Phasing: Prot-Var	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 606 B: 606

EastBound A: 244 B: 117

WestBound A: 423 B: 0

NorthBound A: 0 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{0 + 606 + 423 + 117}{*1375} = 0.763 \qquad LOS = C$$

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January 5, 2005 ,Wednesday 10:10:35 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD | W/E: IMPERIAL HWY | I/S No: 50

AM/PM: PM | Comments:

COUNT DATE: | STUDY DATE: | GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	91	2045	1036	353	2570	96	348	657	553	268	401	187
AMBIENT												
RELATED												
PROJECT												
TOTAL	91	2045	1036	353	2570	96	348	657	553	268	401	187
LANE	1	0	3	0	0	1	2	0	3	0	1	0
	2	0	3	0	1	0	2	0	3	0	0	1
	2	0	3	0	0	1	0					
SIGNAL	Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 666 B: 194

EastBound A: 141 B: 147

WestBound A: 456 B: 191

NorthBound A: 940 B: 91

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{940 + 194 + 456 + 147}{*1375} = 1.193 \qquad LOS = F$$

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CalcaDB

January 5, 2005 ,Wednesday 10:10:35 AM

INTERSECTION DATA SUMMARY SHEET

N/S: VISTA DEL MAR W/E: IMPERIAL HWY I/S No: 51

AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	342	340	256	1294	0	715	0	395	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	342	340	256	1294	0	715	0	395	0	0	0
LANE	1	0	2	0	0	1	0	1	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Prot-Fix	Auto		Split	OLA		<none>	<none>	

Critical Movements Diagram

SouthBound A: 647 B: 256

EastBound A: 0 B: 0

WestBound A: 358 B: 358

NorthBound A: 171 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{0 + 647 + 358 + 0}{*1425} = 0.635 \qquad LOS = B$$

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CalcaDB

January 5, 2005 ,Wednesday 10:10:35 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: IMPERIAL HWY I/S No: 52

AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	371	102	152	151	455	398	25	441	100	132	1543	938
AMBIENT												
RELATED												
PROJECT												
TOTAL	371	102	152	151	455	398	25	441	100	132	1543	938
LANE	2	0	1	0	1	1	0	2	0	1	0	1	1	0	2	0	3	0	0	2	0	2	0	3	0	0	2	0
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Prot-Var	Auto		Prot-Var	Auto		Prot-Var	OLA		Prot-Var	OLA	

Critical Movements Diagram

SouthBound A: 284 B: 83

EastBound A: 514 B: 73

WestBound A: 147 B: 14

NorthBound A: 85 B: 204

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{204 + 284 + 14 + 514}{*1375} = 0.669 \qquad LOS = B$$

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CalcaDB

January 5, 2005 ,Wednesday 10:10:35 AM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 N/B RAMPS W/E: JEFFERSON BLVD I/S No: 54

AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	156	3	270	0	0	0	398	1106	186	377	1701	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	156	3	270	0	0	0	398	1106	186	377	1701	0
LANE	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	1	0	1	0	3	0	0	0
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		<none>	<none>		Perm	Auto		Prot-Fix	<none>	

Critical Movements Diagram

SouthBound A: 0 B: 0

EastBound A: 567 B: 377

WestBound A: 553 B: 0

NorthBound A: 273 B: 156

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{273 + 0 + 553 + 377}{*1200} = 0.933 \qquad LOS = E$$

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January 5, 2005 ,Wednesday 10:10:35 AM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 S/B RAMPS W/E: JEFFERSON BLVD I/S No: 55

AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	170	0	224	423	1175	0	334	1581	318
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	170	0	224	423	1175	0	334	1581	318
LANE	0	0	0	0	0	0	1	0	0	1	0	1	0	2	0	2	0	0	0	0	0	3	0	0	1	0
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	<none>	<none>		Perm	Auto		Prot-Fix	Auto		Perm	Auto	

Critical Movements Diagram

SouthBound A: 131 B: 131

EastBound A: 527 B: 0

WestBound A: 587 B: 233

NorthBound A: 0 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{0 + 131 + 233 + 527}{*1200} = 0.673 \qquad LOS = B$$

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CalcaDB

January 5, 2005 ,Wednesday 10:10:35 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: JEFFERSON BLVD I/S No: 57

AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	115	2937	1284	394	1900	656	839	622	542	69	461	66
AMBIENT												
RELATED												
PROJECT												
TOTAL	115	2937	1284	394	1900	656	839	622	542	69	461	66
LANE	1 0 4	0 0 1	0	2 0 3	0 1 0	0	2 0 2	0 0 2	0	1 0 2	0 1 0	0
SIGNAL	Phasing: Prot-Var	RTOR: OLA		Phasing: Prot-Var	RTOR: Auto		Phasing: Split	RTOR: OLA		Phasing: Split	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 656 B: 217

EastBound A: 176 B: 69

WestBound A: 311 B: 461

NorthBound A: 823 B: 115

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{823 + 217 + 461 + 176}{*1375} = 1.150 \qquad LOS = F$$

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CalcaDB

January 5, 2005 ,Wednesday 10:10:35 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: 111TH ST I/S No: 67

AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	139	288	0	0	510	307	0	0	0	625	0	224
AMBIENT												
RELATED												
PROJECT												
TOTAL	139	288	0	0	510	307	0	0	0	625	0	224
LANE	1 0 2	0 0 0	0	0 0 2	0 1 0	0	0 0 0	0 0 0	0	2 0 0	0 0 1	0
SIGNAL	Phasing: Perm	RTOR: <none>		Phasing: Perm	RTOR: Auto		Phasing: <none>	RTOR: <none>		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 307 B: 0

EastBound A: 224 B: 344

WestBound A: 0 B: 0

NorthBound A: 144 B: 139

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{139 + 307 + 0 + 344}{*1500} = 0.457 \qquad LOS = A$$

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January 5, 2005 ,Wednesday 10:10:35 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: I-405 RAMPS S/O CENTURY BL I/S No: 68

AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	891	159	890	848	0	0	0	507	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	891	159	890	848	0	0	0	507	0	0	0
LANE	0 0 2	0 0 1	0	2 0 2	0 0 0	0	0 0 0	0 0 2	0	0 0 0	0 0 0	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: <none>		Phasing: Split	RTOR: Auto		Phasing: <none>	RTOR: <none>	

Critical Movements Diagram

SouthBound A: 424 B: 489

EastBound A: 0 B: 0

WestBound A: 34 B: 0

NorthBound A: 445 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{445 + 489 + 34 + 0}{*1425} = 0.609 \qquad LOS = B$$

Developed by Chun Wong, 12/94

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CalcaDB

January 5, 2005 ,Wednesday 10:10:35 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: I-405 FWY SB N/O IMPERIAL I/S No: 69

AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	14	399	41	114	768	0	174	0	50	0	1	5
AMBIENT												
RELATED												
PROJECT												
TOTAL	14	399	41	114	768	0	174	0	50	0	1	5
LANE	1 0 2	0 0 1	0	1 0 3	0 0 0	0	2 0 0	0 0 1	0	0 0 0	1 0 0	0
SIGNAL	Phasing: Perm	RTOR: OLA		Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 256 B: 114

EastBound A: 6 B: 0

WestBound A: 0 B: 96

NorthBound A: 200 B: 14

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{200 + 114 + 96 + 6}{*1425} = 0.222 \qquad LOS = A$$

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15NANPPM

CalcaDB

January 5, 2005 ,Wednesday 10:10:35 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: LENNOX BLVD I/S No: 71

AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	603	287	341	691	0	170	0	365	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	603	287	341	691	0	170	0	365	0	0	0
LANE	0	0	1	0	1	0	1	0	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Prot-Fix	<none>		Split	Auto		<none>	<none>	

Critical Movements Diagram

SouthBound A: 230 B: 341

EastBound A: 0 B: 0

WestBound A: 183 B: 170

NorthBound A: 445 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{445 + 341 + 183 + 0}{*1425} = 0.610 \qquad LOS = B$$

Developed by Chun Wong, 12/94

15NANPPM

CalcaDB

January 5, 2005 ,Wednesday 10:10:35 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: MANCHESTER AV I/S No: 72

AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	46	512	82	225	848	120	376	986	135	68	1092	161
AMBIENT												
RELATED												
PROJECT												
TOTAL	46	512	82	225	848	120	376	986	135	68	1092	161
LANE	1	0	1	0	1	0	0	1	1	0	1	0	0	2	0	2	0	1	0	0	1	0	2	0	1	0	0
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Split	OLA		Split	Auto		Prot-Fix	Auto		Prot-Fix	Auto	

Critical Movements Diagram

SouthBound A: 323 B: 225

EastBound A: 418 B: 68

WestBound A: 374 B: 207

NorthBound A: 297 B: 46

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{297 + 323 + 207 + 418}{1375} = 0.905 \qquad LOS = E$$

Developed by Chun Wong, 12/94

15NANPPM

CalcaDB

January 5, 2005 ,Wednesday 10:10:35 AM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 N/B RAMPS W/E: LA TIJERA BLVD I/S No: 78

AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	305	2	394	0	0	0	461	1271	120	478	2066	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	305	2	394	0	0	0	461	1271	120	478	2066	0
LANE	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	2	0	3	0	0	0
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Split	<none>		<none>	<none>		Perm	Auto		Prot-Fix	<none>	

Critical Movements Diagram

SouthBound A: 0 B: 0

EastBound A: 689 B: 263

WestBound A: 464 B: 0

NorthBound A: 394 B: 305

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{394 + 0 + 464 + 263}{*1425} = 0.717 \qquad LOS = C$$

Developed by Chun Wong, 12/94

15NANPPM

CalcaDB

January 5, 2005 ,Wednesday 10:10:35 AM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 S/B RAMPS W/E: LA TIJERA BLVD I/S No: 79

AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	275	0	445	461	1504	0	472	1784	422
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	275	0	445	461	1504	0	472	1784	422
LANE	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	3	0	0	0	0	0	2	0	1	0	0
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	<none>	<none>		Split	<none>		Prot-Fix	<none>		Perm	Auto	

Critical Movements Diagram

SouthBound A: 360 B: 275

EastBound A: 735 B: 0

WestBound A: 501 B: 254

NorthBound A: 0 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{0 + 360 + 254 + 735}{*1425} = 0.877 \qquad LOS = D$$

Developed by Chun Wong, 12/94

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CalcaDB

January 5, 2005 ,Wednesday 10:10:35 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: LA TIJERA BLVD I/S No: 81

AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	68	2161	2	17	2096	145	9	2	4	183	3	166
AMBIENT												
RELATED												
PROJECT												
TOTAL	68	2161	2	17	2096	145	9	2	4	183	3	166
LANE	2	0	3	0	1	0	1	0	2	0	1	0	0	0	0	1	0	0	1	1	0	0	1	0
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Prot-Fix	Auto		Prot-Fix	Auto		Split	Auto		Split	Auto	

Critical Movements Diagram

SouthBound A: 747 B: 17

EastBound A: 147 B: 93

WestBound A: 14 B: 9

NorthBound A: 541 B: 37

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{37 + 747 + 14 + 147}{*1375} = 0.617 \qquad LOS = B$$

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CalcaDB

January 5, 2005 ,Wednesday 10:10:35 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA TIJERA BLVD W/E: MANCHESTER AV I/S No: 82

AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	35	973	282	79	563	150	294	915	118	290	1058	26
AMBIENT												
RELATED												
PROJECT												
TOTAL	35	973	282	79	563	150	294	915	118	290	1058	26
LANE	1	0	2	0	0	1	0	1	0	2	0	0	1	0	2	0	0	1	0	1	0	2	0	1
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Perm	Auto		Prot-Var	Auto		Prot-Var	Auto	

Critical Movements Diagram

SouthBound A: 282 B: 79

EastBound A: 529 B: 290

WestBound A: 458 B: 294

NorthBound A: 487 B: 35

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{487 + 79 + 294 + 529}{*1375} = 0.940 \qquad LOS = E$$

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CalcaDB

January 5, 2005 ,Wednesday 10:10:35 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: LA TIJERA BLVD I/S No: 83

AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	147	1745	223	197	1519	117	372	700	203	141	850	66
AMBIENT												
RELATED												
PROJECT												
TOTAL	147	1745	223	197	1519	117	372	700	203	141	850	66
LANE	1	0	3	0	0	1	0	1	0	3	0	0	1	0	1	0	1	0	0	1	0	2	0	0	1	0
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Perm	Auto		Prot-Fix	Auto		Perm	Auto	

Critical Movements Diagram

SouthBound A: 506 B: 197

EastBound A: 425 B: 141

WestBound A: 452 B: 372

NorthBound A: 582 B: 147

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{582 + 197 + 372 + 425}{*1425} = 1.036 \qquad LOS = F$$

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CalcaDB

January 5, 2005 ,Wednesday 10:10:35 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: 83RD ST I/S No: 87

AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	27	4296	82	388	2786	394	36	62	363	371	65	21
AMBIENT												
RELATED												
PROJECT												
TOTAL	27	4296	82	388	2786	394	36	62	363	371	65	21
LANE	1	0	3	0	1	0	0	1	0	2	0	1	0	0	1	0	0	1	0	1	0	0	1	0	0	1	0	0	1	0
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Prot-Fix	Auto		Perm	Auto		Prot-Fix	Auto	

Critical Movements Diagram

SouthBound A: 1060 B: 388

EastBound A: 86 B: 371

WestBound A: 169 B: 36

NorthBound A: 1095 B: 27

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{1095 + 388 + 169 + 371}{*1375} = 1.401 \qquad LOS = F$$

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CalcaDB

January 5, 2005 ,Wednesday 10:10:35 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: MANCHESTER AV I/S No: 88

AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	40	3160	130	165	2417	153	313	555	729	507	775	207
AMBIENT												
RELATED												
PROJECT												
TOTAL	40	3160	130	165	2417	153	313	555	729	507	775	207
LANE	1 0 3 0 1 0 0			1 0 2 0 1 0 0			1 0 2 0 0 1 0			1 0 2 0 0 1 0		
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: OLA		Phasing: Prot-Fix	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 857 B: 165

EastBound A: 388 B: 507

WestBound A: 564 B: 313

NorthBound A: 822 B: 40

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{822 + 165 + 564 + 507}{*1375} = 1.427 \qquad LOS = F$$

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CalcaDB

January 5, 2005 ,Wednesday 10:10:35 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: LINCOLN BLVD I/S No: 93

AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	0	1804	0	0	1167	2654	0	2089	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	0	1804	0	0	1167	2654	0	2089	0
LANE	0 0 0 0 0 0 0			0 0 4 0 0 0 0			0 0 4 0 0 3 0			0 0 4 0 0 0 0		
SIGNAL	Phasing: <none>	RTOR: <none>		Phasing: Split	RTOR: <none>		Phasing: Perm	RTOR: Free		Phasing: Perm	RTOR: <none>	

Critical Movements Diagram

SouthBound A: 451 B: 0

EastBound A: 522 B: 0

WestBound A: 292 B: 0

NorthBound A: 0 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{0 + 451 + 0 + 522}{*1500} = 0.579 \qquad LOS = A$$

Developed by Chun Wong, 12/94

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CalcaDB

January 5, 2005 ,Wednesday 10:10:35 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: TEALE ST I/S No: 94

AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	4221	1423	224	2919	0	883	0	110	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	4221	1423	224	2919	0	883	0	110	0	0	0
LANE	0 0 4 0 0 1 0			2 0 4 0 0 0 0			2 0 0 0 0 1 1			0 0 0 0 0 0 0		
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: <none>		Phasing: Split	RTOR: OLA		Phasing: <none>	RTOR: <none>	

Critical Movements Diagram

SouthBound A: 730 B: 123

EastBound A: 0 B: 0

WestBound A: 0 B: 327

NorthBound A: 1260 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{1260 + 123 + 327 + 0}{*1425} = 1.130 \qquad LOS = F$$

Developed by Chun Wong, 12/94

15NANPPM

CalcaDB

January 5, 2005 ,Wednesday 10:10:35 AM

INTERSECTION DATA SUMMARY SHEET

N/S: PERSHING DR W/E: MANCHESTER AV I/S No: 98

AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	15	404	269	490	426	24	237	97	322	33	175	69
AMBIENT												
RELATED												
PROJECT												
TOTAL	15	404	269	490	426	24	237	97	322	33	175	69
LANE	1 0 2 0 0 1 0			1 0 1 0 1 0 0			1 0 1 0 0 1 0			1 0 1 0 1 0 0		
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Split	RTOR: OLA		Phasing: Split	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 225 B: 490

EastBound A: 122 B: 33

WestBound A: 97 B: 237

NorthBound A: 202 B: 15

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{202 + 490 + 237 + 122}{*1375} = 0.694 \qquad LOS = B$$

Developed by Chun Wong, 12/94

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CalcaDB

January 5, 2005 ,Wednesday 10:10:35 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: MANCHESTER AV I/S No: 99

AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	96	2067	137	157	1874	220	156	1020	347	183	1147	130
AMBIENT												
RELATED												
PROJECT												
TOTAL	96	2067	137	157	1874	220	156	1020	347	183	1147	130
LANE	1	0	3	0	0	1	0	1	0	3	0	0	1	0	1	0	1	0	1	0	0	2	0	2	0	0	1	0
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Prot-Fix	Auto		Prot-Fix	Auto		Perm	Auto		Prot-Fix	Auto	

Critical Movements Diagram

SouthBound A: 625 B: 157

EastBound A: 574 B: 101

WestBound A: 684 B: 156

NorthBound A: 689 B: 96

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{689 + 157 + 684 + 101}{*1375} = 1.116 \qquad LOS = F$$

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CalcaDB

January 5, 2005 ,Wednesday 10:10:35 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: MARIPOSA AV I/S No: 100

AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	163	2860	87	276	3256	197	140	291	103	169	152	56
AMBIENT												
RELATED												
PROJECT												
TOTAL	163	2860	87	276	3256	197	140	291	103	169	152	56
LANE	1	0	4	0	0	1	0	2	0	3	0	1	0	0	1	0	1	0	0	1	0	0	0	1	0	0	1	0
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Prot-Var	Auto		Prot-Var	Auto		Perm	Auto		Perm	Auto	

Critical Movements Diagram

SouthBound A: 863 B: 152

EastBound A: 209 B: 169

WestBound A: 291 B: 140

NorthBound A: 715 B: 163

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{163 + 863 + 291 + 169}{1375} = 1.081 \qquad LOS = F$$

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CalcaDB

January 5, 2005 ,Wednesday 10:10:35 AM

INTERSECTION DATA SUMMARY SHEET

N/S: PERSHING DR W/E: WESTCHESTER PKWY I/S No: 101

AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	550	309	88	640	0	883	0	385	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	550	309	88	640	0	883	0	385	0	0	0
LANE	0	0	2	0	0	2	0	1	0	2	0	0	0	0	2	0	0	0	1	1	0	0	0	0	0	0
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	OLA		Prot-Fix	<none>		Split	OLA		<none>	<none>	

Critical Movements Diagram

SouthBound A: 320 B: 88

EastBound A: 0 B: 0

WestBound A: 229 B: 317

NorthBound A: 275 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{275 + 88 + 317 + 0}{*1425} = 0.407 \qquad LOS = A$$

Developed by Chun Wong, 12/94

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CalcaDB

January 5, 2005 ,Wednesday 10:10:35 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: ROSECRANS AV I/S No: 103

AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	384	1591	484	589	3972	175	420	877	642	200	833	284
AMBIENT												
RELATED												
PROJECT												
TOTAL	384	1591	484	589	3972	175	420	877	642	200	833	284
LANE	2	0	4	0	0	1	0	2	0	3	0	0	1	0	2	0	2	0	0	1	0	2	0	3	0	0	1	0
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Prot-Var	OLA		Prot-Var	Auto		Prot-Var	<none>		Prot-Var	<none>	

Critical Movements Diagram

SouthBound A: 1324 B: 324

EastBound A: 284 B: 110

WestBound A: 642 B: 231

NorthBound A: 398 B: 211

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{211 + 1324 + 642 + 110}{1375} = 1.663 \qquad LOS = F$$

Developed by Chun Wong, 12/94

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CalcaDB

January 5, 2005 ,Wednesday 10:10:35 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: I-105 OFF RAMP N/O IMPERIAL HW I/S No: 105

AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	2865	0	0	0	0	0	0	2176	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2865	0	0	0	0	0	0	2176	0	0	0
LANE	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	<none>		<none>	<none>		Perm	<none>		<none>	<none>	

Critical Movements Diagram

SouthBound A: 0 B: 0

EastBound A: 0 B: 0

WestBound A: 805 B: 0

NorthBound A: 955 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

V/C = (955 + 0 + 805 + 0) / *1500 = 1.103 LOS = F

Developed by Chun Wong, 12/94

15NANPPM

CalcaDB

January 5, 2005 ,Wednesday 10:10:35 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: 76TH/77TH ST I/S No: 106

AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	115	2505	32	137	2062	286	67	83	73	227	131	71
AMBIENT												
RELATED												
PROJECT												
TOTAL	115	2505	32	137	2062	286	67	83	73	227	131	71
LANE	1	0	2	0	1	0	0	1	0	2	0	1	0	0	1	0	0	1	0	2	0	1	0	0
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Perm	Auto		Perm	Auto		Prot-Fix	Auto	

Critical Movements Diagram

SouthBound A: 783 B: 137

EastBound A: 131 B: 125

WestBound A: 83 B: 67

NorthBound A: 846 B: 115

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

V/C = (846 + 137 + 83 + 125) / *1425 = 0.766 LOS = C

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15NANPPM

CalcaDB

January 5, 2005 ,Wednesday 10:10:35 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: WESTCHESTER PKWY I/S No: 109

AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	173	1907	90	354	1412	169	219	810	303	63	860	41
AMBIENT												
RELATED												
PROJECT												
TOTAL	173	1907	90	354	1412	169	219	810	303	63	860	41
LANE	1	0	3	0	0	1	0	1	0	3	0	0	1	0	1	0	1	0	0	1	0	1	0	0
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Perm	Auto		Perm	Auto		Perm	Auto	

Critical Movements Diagram

SouthBound A: 471 B: 354

EastBound A: 451 B: 63

WestBound A: 556 B: 219

NorthBound A: 636 B: 173

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

V/C = (636 + 354 + 219 + 451) / *1500 = 1.037 LOS = F

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15NANPPM

CalcaDB

January 5, 2005 ,Wednesday 10:10:35 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: I-405 SB RAMPS N/O CENTURY I/S No: 111

AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	981	302	159	1032	0	522	0	487	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	981	302	159	1032	0	522	0	487	0	0	0
LANE	0	0	1	0	1	1	0	1	0	2	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Perm	Auto		Split	Auto		<none>	<none>	

Critical Movements Diagram

SouthBound A: 516 B: 159

EastBound A: 0 B: 0

WestBound A: 505 B: 505

NorthBound A: 491 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

V/C = (491 + 159 + 505 + 0) / *1500 = 0.700 LOS = C

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15NANPPM

CalcaDB

January 5, 2005 ,Wednesday 10:10:35 AM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 NB OFF-RAMP W/E: CENTURY BLVD I/S No: 307

AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	630	0	198	1	0	24	0	1148	18	0	1859	1090
AMBIENT												
RELATED												
PROJECT												
TOTAL	630	0	198	1	0	24	0	1148	18	0	1859	1090
LANE	2	0	0	0	1	0	0	0	0	0	0	1
	0	0	3	0	0	0	1	0	2	0	1	1
	0											

	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Split	<none>	<none>	Auto	<none>	Auto	Perm	Free

Critical Movements Diagram

SouthBound A: 25 B: 1

EastBound A: 737 B: 0

WestBound A: 383 B: 0

NorthBound A: 198 B: 347

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{347 + 25 + 383 + 737}{1500} = 0.739$$

LOS = C

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15NANPPM

CalcaDB

January 5, 2005 ,Wednesday 10:10:35 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: EL SEGUNDO BLVD I/S No: 312

AM/PM: PM Comments: 2015 No Action / No Project

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	1040	0	392	0	805	206	146	1632	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	1040	0	392	0	805	206	146	1632	0
LANE	0	0	0	0	0	0	2	0	0	0	0	2	0
	0	0	2	0	1	0	0					
	1	0	3	0	0	0	0					

	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	<none>	<none>	Split	Auto	Perm	Auto	Prot-Fix	<none>

Critical Movements Diagram

SouthBound A: 143 B: 572

EastBound A: 544 B: 146

WestBound A: 337 B: 0

NorthBound A: 0 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{0 + 572 + 0 + 544}{1425} = 0.783$$

LOS = C

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CalcaDB

January 5, 2005 ,Wednesday 10:10:35 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: 120TH ST I/S No: 313

AM/PM: PM Comments: 2015 No Action / No Project

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	22	125	50	268	440	139	121	157	52	31	249	82
AMBIENT												
RELATED												
PROJECT												
TOTAL	22	125	50	268	440	139	121	157	52	31	249	82
LANE	1	0	1	0	1	0	0	1	0	1	0	1	0	0	1	0	1	0	0	1	0	1	0	1	0	0

	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	Auto	Prot-Var	Auto	Prot-Var	Auto

Critical Movements Diagram

SouthBound A: 290 B: 268

EastBound A: 165 B: 31

WestBound A: 104 B: 121

NorthBound A: 88 B: 22

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{88 + 268 + 121 + 165}{1375} = 0.467$$

LOS = A

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January 5, 2005 ,Wednesday 10:12:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: 104TH ST I/S No: 0

AM/PM: PM Comments: 2015 No Action / No Project

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	150	819	0	0	855	150	0	0	0	230	0	177
AMBIENT												
RELATED												
PROJECT												
TOTAL	150	819	0	0	855	150	0	0	0	230	0	177
LANE	1	0	2	0	1	0	0	1	0	2	0	1	0	0	0	0	0	1	0	0	0	1	0	1	0	1	0

	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Fix	Auto	Perm	Auto	Perm	Auto	Perm	OLA

Critical Movements Diagram

SouthBound A: 335 B: 0

EastBound A: 27 B: 230

WestBound A: 0 B: 0

NorthBound A: 273 B: 150

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{150 + 335 + 0 + 230}{*1425} = 0.432$$

LOS = A

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24NANPPM

CalcaDB

January 5, 2005 ,Wednesday 10:12:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD | W/E: BALI WY | I/S No: 16

AM/PM: PM | Comments: 2015 No Action / No Project

COUNT DATE: | STUDY DATE: | GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	179	2027	13	44	1873	558	2	2	27	558	1	142
AMBIENT												
RELATED												
PROJECT												
TOTAL	179	2027	13	44	1873	558	2	2	27	558	1	142
LANE	1	0	2	0	1	0	1	0	2	0	1	0	1	0	0	1	0	0	1	1	0	0	1	0
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Prot-Var	Auto		Prot-Var	Auto		Split	Auto		Split	Auto	

Critical Movements Diagram

SouthBound A: 810 B: 44

EastBound A: 280 B: 280

WestBound A: 29 B: 2

NorthBound A: 680 B: 179

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{179 + 810 + 29 + 280}{*1375} = 0.874$$

LOS = D

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CalcaDB

January 5, 2005 ,Wednesday 10:12:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AV | W/E: CULVER BLVD | I/S No: 17

AM/PM: PM | Comments:

COUNT DATE: | STUDY DATE: | GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	28	1061	92	168	1074	268	97	921	201	258	756	46
AMBIENT												
RELATED												
PROJECT												
TOTAL	28	1061	92	168	1074	268	97	921	201	258	756	46
LANE	1	0	2	0	0	1	0	1	0	1	0	0	1	0	1	0	1	0	1	0	1	0	1	0
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Perm	Auto		Perm	Auto		Perm	Auto	

Critical Movements Diagram

SouthBound A: 671 B: 168

EastBound A: 401 B: 258

WestBound A: 561 B: 97

NorthBound A: 531 B: 28

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{28 + 671 + 561 + 258}{*1500} = 0.942$$

LOS = E

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January 5, 2005 ,Wednesday 10:12:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD | W/E: CENTINELA AV | I/S No: 20

AM/PM: PM | Comments:

COUNT DATE: | STUDY DATE: | GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	174	2508	105	192	2096	163	116	1037	234	0	1674	273
AMBIENT												
RELATED												
PROJECT												
TOTAL	174	2508	105	192	2096	163	116	1037	234	0	1674	273
LANE	1	0	2	0	1	0	0	1	0	2	0	1	0	0	1	0	3	0	0	1	0	0	0	2	0	1	0	0
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Prot-Var	Auto		Prot-Var	Auto		Prot-Fix	Auto		Perm	Auto	

Critical Movements Diagram

SouthBound A: 753 B: 192

EastBound A: 649 B: 0

WestBound A: 346 B: 116

NorthBound A: 871 B: 174

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{871 + 192 + 116 + 649}{*1375} = 1.259$$

LOS = F

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24NANPPM

CalcaDB

January 5, 2005 ,Wednesday 10:12:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA BREA AV | W/E: CENTURY BLVD | I/S No: 25

AM/PM: PM | Comments:

COUNT DATE: | STUDY DATE: | GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	291	1026	19	105	1134	159	72	1044	79	384	1129	208
AMBIENT												
RELATED												
PROJECT												
TOTAL	291	1026	19	105	1134	159	72	1044	79	384	1129	208
LANE	1	0	3	0	1	0	0	1	0	3	0	0	1	0	1	0	2	0	1	0	0	1	0	2	0	1	0	0
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Prot-Var	Auto		Prot-Var	Auto		Prot-Var	Auto		Prot-Var	Auto	

Critical Movements Diagram

SouthBound A: 378 B: 105

EastBound A: 446 B: 384

WestBound A: 375 B: 72

NorthBound A: 261 B: 291

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{291 + 378 + 375 + 384}{1375} = 1.039$$

LOS = F

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24NANPPM

CalcaDB

January 5, 2005 ,Wednesday 10:12:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: FIJI WY I/S No: 39

AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	833	2498	73	65	2004	150	54	43	35	150	44	806
AMBIENT												
RELATED												
PROJECT												
TOTAL	833	2498	73	65	2004	150	54	43	35	150	44	806
LANE	2 0	3 0	0 1	0 1	0 2	0 1	0 0	1 0	0 1	1 0	1 0	0 1
SIGNAL	Prot-Fix	Auto		Prot-Fix	Auto		Perm	Auto		Perm	Free	

Critical Movements Diagram

SouthBound A: 718 B: 65

EastBound A: 44 B: 150

WestBound A: 78 B: 54

NorthBound A: 833 B: 458

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{458 + 718 + 78 + 150}{*1425} = 0.915 \qquad LOS = E$$

Developed by Chun Wong, 12/94

24NANPPM

CalcaDB

January 5, 2005 ,Wednesday 10:12:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: HAWTHORNE BLVD W/E: IMPERIAL HWY I/S No: 42

AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	162	532	398	183	1303	193	276	544	226	348	1129	242
AMBIENT												
RELATED												
PROJECT												
TOTAL	162	532	398	183	1303	193	276	544	226	348	1129	242
LANE	2 0	3 0	0 1	0 1	0 2	0 1	0 0	1 0	0 1	1 0	2 0	1 0
SIGNAL	Prot-Fix	Auto		Prot-Fix	Auto		Prot-Var	Auto		Prot-Var	Auto	

Critical Movements Diagram

SouthBound A: 499 B: 183

EastBound A: 457 B: 348

WestBound A: 257 B: 276

NorthBound A: 260 B: 89

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{89 + 499 + 276 + 457}{1375} = 0.961 \qquad LOS = E$$

Developed by Chun Wong, 12/94

24NANPPM

CalcaDB

January 5, 2005 ,Wednesday 10:12:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: LA TIJERA BLVD I/S No: 70

AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	2351	159	0	2460	1474	0	0	0	1332	344	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2351	159	0	2460	1474	0	0	0	1332	344	0
LANE	0 0	2 0	1 0	0 0	2 0	1 1	0 0	0 0	0 0	3 0	0 1	0 0
SIGNAL	Perm	Auto		Perm	OLA		<none>	<none>		Split	Auto	

Critical Movements Diagram

SouthBound A: 983 B: 0

EastBound A: 344 B: 493

WestBound A: 0 B: 0

NorthBound A: 837 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{0 + 983 + 0 + 493}{*1500} = 0.914 \qquad LOS = E$$

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24NANPPM

CalcaDB

January 5, 2005 ,Wednesday 10:12:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: MARINA EXPWY I/S No: 89

AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	2382	230	705	2098	0	392	0	819	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2382	230	705	2098	0	392	0	819	0	0	0
LANE	0 0	2 0	1 0	0 2	0 3	0 0	0 0	2 0	0 0	0 0	0 0	0 0
SIGNAL	Perm	Auto		Prot-Fix	<none>		Split	OLA		<none>	<none>	

Critical Movements Diagram

SouthBound A: 699 B: 388

EastBound A: 0 B: 0

WestBound A: 63 B: 216

NorthBound A: 871 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{871 + 388 + 216 + 0}{*1425} = 0.965 \qquad LOS = E$$

Developed by Chun Wong, 12/94

24NANPPM

CalcaDB

January 5, 2005 ,Wednesday 10:12:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: MAXELLA AV I/S No: 90

AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	208	2526	390	255	2291	104	513	108	446	53	73	103
AMBIENT												
RELATED												
PROJECT												
TOTAL	208	2526	390	255	2291	104	513	108	446	53	73	103
LANE	2 0	3 0	0 1	2 0	3 0	1 0	1 1	0 0	1 0	1 0	1 0	0 1
SIGNAL	Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Split	RTOR: OLA		Phasing: Split	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 599 B: 140

EastBound A: 73 B: 53

WestBound A: 310 B: 310

NorthBound A: 842 B: 114

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{842 + 140 + 310 + 73}{*1375} = 0.923 \qquad LOS = E$$

Developed by Chun Wong, 12/94

24NANPPM

CalcaDB

January 5, 2005 ,Wednesday 10:12:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: MINDANAO WY I/S No: 91

AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	169	2154	293	217	1713	153	252	612	72	0	731	60
AMBIENT												
RELATED												
PROJECT												
TOTAL	169	2154	293	217	1713	153	252	612	72	0	731	60
LANE	1 0	3 0	0 1	1 0	2 0	1 0	2 0	1 0	1 0	0 0	1 0	1 0
SIGNAL	Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 622 B: 217

EastBound A: 396 B: 0

WestBound A: 342 B: 139

NorthBound A: 718 B: 169

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{718 + 217 + 139 + 396}{*1375} = 0.999 \qquad LOS = E$$

Developed by Chun Wong, 12/94

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CalcaDB

January 5, 2005 ,Wednesday 10:12:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: VENICE BLVD I/S No: 95

AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	307	1677	149	253	1608	98	291	808	240	154	893	129
AMBIENT												
RELATED												
PROJECT												
TOTAL	307	1677	149	253	1608	98	291	808	240	154	893	129
LANE	2 0	1 0	1 0	2 0	1 0	1 0	2 0	2 0	1 0	2 0	3 0	1 0
SIGNAL	Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 853 B: 139

EastBound A: 298 B: 85

WestBound A: 404 B: 160

NorthBound A: 913 B: 169

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{913 + 139 + 404 + 85}{*1375} = 1.051 \qquad LOS = F$$

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CalcaDB

January 5, 2005 ,Wednesday 10:12:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: WASHINGTON BLVD I/S No: 96

AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	677	1974	240	292	1835	188	362	855	203	185	901	725
AMBIENT												
RELATED												
PROJECT												
TOTAL	677	1974	240	292	1835	188	362	855	203	185	901	725
LANE	2 0	2 0	1 0	2 0	2 0	1 0	2 0	2 0	0 1	2 0	2 0	0 1
SIGNAL	Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: OLA	

Critical Movements Diagram

SouthBound A: 674 B: 161

EastBound A: 451 B: 102

WestBound A: 428 B: 199

NorthBound A: 738 B: 372

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{372 + 674 + 199 + 451}{*1375} = 1.163 \qquad LOS = F$$

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January 5, 2005 ,Wednesday 10:12:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AV | W/E: RTE-90 E/B RAMPS | I/S No: 118

AM/PM: PM | Comments:

COUNT DATE: | STUDY DATE: | GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	1180	602	516	1031	0	0	0	0	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1180	602	516	1031	0	0	0	0	0	0	0
LANE	0	0	2	0	1	0	0	2	0	3	0	0	0	0	0	0	0	0	0	0	0	1	0	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: <none>	RTOR: <none>		Phasing: Split	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 344 B: 284

EastBound A: 0 B: 0

WestBound A: 0 B: 0

NorthBound A: 602 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{602 + 284 + 0 + 0}{*1425} = 0.552 \qquad LOS = A$$

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CalcaDB

January 5, 2005 ,Wednesday 10:12:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AV | W/E: RTE-90 W/B RAMPS | I/S No: 119

AM/PM: PM | Comments:

COUNT DATE: | STUDY DATE: | GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	73	1020	0	0	1562	29	225	38	376	26	0	71
AMBIENT												
RELATED												
PROJECT												
TOTAL	73	1020	0	0	1562	29	225	38	376	26	0	71
LANE	1	0	2	0	1	0	0	0	0	2	0	1	0	0	1	0	1	0	1	0	1	0	0	0	0	0	0	1
SIGNAL	Phasing: Perm	RTOR: Free		Phasing: Perm	RTOR: Auto		Phasing: Split	RTOR: Auto		Phasing: Split	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 530 B: 0

EastBound A: 97 B: 26

WestBound A: 213 B: 213

NorthBound A: 340 B: 73

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{73 + 530 + 213 + 97}{*1425} = 0.571 \qquad LOS = A$$

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CalcaDB

January 5, 2005 ,Wednesday 10:12:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD | W/E: 79TH/80TH ST | I/S No: 136

AM/PM: PM | Comments:

COUNT DATE: | STUDY DATE: | GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	202	2522	54	88	2310	218	76	109	112	257	117	110
AMBIENT												
RELATED												
PROJECT												
TOTAL	202	2522	54	88	2310	218	76	109	112	257	117	110
LANE	1	0	2	0	1	0	0	1	0	3	0	0	1	0	0	1	0	0	1	0	1	0	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 770 B: 88

EastBound A: 117 B: 257

WestBound A: 148 B: 76

NorthBound A: 859 B: 202

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{202 + 770 + 148 + 257}{*1500} = 0.848 \qquad LOS = D$$

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January 5, 2005 ,Wednesday 10:12:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD | W/E: 83RD ST | I/S No: 137

AM/PM: PM | Comments:

COUNT DATE: | STUDY DATE: | GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	92	2819	39	101	2509	101	27	255	166	141	195	85
AMBIENT												
RELATED												
PROJECT												
TOTAL	92	2819	39	101	2509	101	27	255	166	141	195	85
LANE	1	0	3	0	0	1	0	1	0	2	0	1	0	0	1	0	0	0	1	0	0	1	0	1	0	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 870 B: 101

EastBound A: 195 B: 141

WestBound A: 421 B: 27

NorthBound A: 940 B: 92

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{940 + 101 + 421 + 141}{*1500} = 0.999 \qquad LOS = E$$

Developed by Chun Wong, 12/94

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CalcaDB

January 5, 2005 ,Wednesday 10:12:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: HAWTHORNE BLVD W/E: LENNOX BLVD I/S No: 309

AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	353	1451	163	221	1231	149	140	467	139	219	738	210
AMBIENT												
RELATED												
PROJECT												
TOTAL	353	1451	163	221	1231	149	140	467	139	219	738	210
LANE	1 0 3 0 0 1 0			1 0 2 0 1 0 0			1 0 1 0 0 1 0			1 0 1 0 1 0 0		
SIGNAL	Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 460 B: 221

EastBound A: 474 B: 219

WestBound A: 467 B: 140

NorthBound A: 484 B: 353

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{353 + 460 + 467 + 219}{*1375} = 1.020 \qquad LOS = F$$

Developed by Chun Wong, 12/94

24NANPPM

CalcaDB

January 5, 2005 ,Wednesday 10:12:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD AV W/E: LENNOX BLVD I/S No: 310

AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	167	422	204	51	322	228	116	566	110	143	858	193
AMBIENT												
RELATED												
PROJECT												
TOTAL	167	422	204	51	322	228	116	566	110	143	858	193
LANE	1 0 0 1 0 0			1 0 0 0 1 0 0			1 0 0 0 1 0 0			1 0 0 0 1 0 0		
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 550 B: 51

EastBound A: 1051 B: 143

WestBound A: 676 B: 116

NorthBound A: 626 B: 167

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{167 + 550 + 116 + 1051}{1500} = 1.256 \qquad LOS = F$$

Developed by Chun Wong, 12/94

24NANPPM

CalcaDB

January 5, 2005 ,Wednesday 10:12:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD W/E: ARBOR VITAE I/S No: 502

AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	90	238	55	98	285	146	72	784	119	202	983	146
AMBIENT												
RELATED												
PROJECT												
TOTAL	90	238	55	98	285	146	72	784	119	202	983	146
LANE	1 0 0 0 1 0 0			0 0 0 1 0 0 0			1 0 1 0 1 0 0			1 0 1 0 1 0 0		
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 529 B: 98

EastBound A: 564 B: 202

WestBound A: 452 B: 72

NorthBound A: 294 B: 90

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{90 + 529 + 452 + 202}{1500} = 0.849 \qquad LOS = D$$

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January 5, 2005 ,Wednesday 10:12:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD W/E: CENTURY I/S No: 503

AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	126	302	159	86	371	79	144	1463	99	112	1355	88
AMBIENT												
RELATED												
PROJECT												
TOTAL	126	302	159	86	371	79	144	1463	99	112	1355	88
LANE	1 0 0 0 1 0 0			1 0 0 0 1 0 0			1 0 2 0 1 0 0			1 0 2 0 1 0 0		
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 451 B: 86

EastBound A: 481 B: 112

WestBound A: 521 B: 144

NorthBound A: 461 B: 126

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{126 + 451 + 521 + 112}{1500} = 0.807 \qquad LOS = D$$

Developed by Chun Wong, 12/94

24NANPPM

CalcaDB

January 5, 2005 ,Wednesday 10:12:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD W/E: IMPERIAL I/S No: 505

AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	413	439	271	80	528	58	210	624	56	123	1273	335
AMBIENT												
RELATED												
PROJECT												
TOTAL	413	439	271	80	528	58	210	624	56	123	1273	335
LANE	1	0	1	0	0	1	0	1	0	0	0	1	0	0	1	0	2	0	1	0	0	1	0	2	0	1	0	0
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Perm	Auto		Perm	Auto		Perm	Auto	

Critical Movements Diagram

SouthBound A: 586 B: 80

EastBound A: 536 B: 123

WestBound A: 227 B: 210

NorthBound A: 439 B: 413

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{413 + 586 + 210 + 536}{1500} = 1.163$$

LOS = F

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24NANPPM

CalcaDB

January 5, 2005 ,Wednesday 10:12:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA BREA W/E: ARBOR VITAE I/S No: 506

AM/PM: PM Comments: 2015 No Action / No Project

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	241	796	76	163	874	64	69	426	124	122	415	188
AMBIENT												
RELATED												
PROJECT												
TOTAL	241	796	76	163	874	64	69	426	124	122	415	188
LANE	1	0	2	0	1	0	0	1	0	3	0	0	1	0	1	0	2	0	0	1	0	1	0	1	0	0	1	0
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Perm	Auto		Prot-Fix	Auto		Prot-Fix	Auto	

Critical Movements Diagram

SouthBound A: 291 B: 163

EastBound A: 415 B: 122

WestBound A: 213 B: 69

NorthBound A: 291 B: 241

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{241 + 291 + 69 + 415}{1425} = 0.713$$

LOS = C

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24NANPPM

CalcaDB

January 5, 2005 ,Wednesday 10:12:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: PRAIRIE W/E: LENNOX I/S No: 510

AM/PM: PM Comments: 2015 No Action / No Project

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	572	1451	0	0	1733	290	0	0	0	538	0	649
AMBIENT												
RELATED												
PROJECT												
TOTAL	572	1451	0	0	1733	290	0	0	0	538	0	649
LANE	1	0	3	0	0	0	0	0	0	2	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Perm	Auto		Split	Auto		Split	Auto	

Critical Movements Diagram

SouthBound A: 674 B: 0

EastBound A: 649 B: 538

WestBound A: 0 B: 0

NorthBound A: 484 B: 572

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{572 + 674 + 0 + 649}{1425} = 1.330$$

LOS = F

Developed by Chun Wong, 12/94

15NANPOP

CalcaDB

January 5, 2005 ,Wednesday 10:16:56 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AIRPORT BLVD W/E: ARBOR VITAE ST I/S No: 3

AM/PM: AP Comments: 2015 No Action / No Project

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	28	697	328	99	934	57	324	299	188	186	1019	269
AMBIENT												
RELATED												
PROJECT												
TOTAL	28	697	328	99	934	57	324	299	188	186	1019	269
LANE	1	0	1	0	1	0	0	1	0	3	0	0	1	0	1	0	1	0	0	1	0	2	0	0	1	0	1	0
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Perm	Auto		Perm	Auto		Perm	Auto	

Critical Movements Diagram

SouthBound A: 311 B: 99

EastBound A: 510 B: 186

WestBound A: 244 B: 324

NorthBound A: 513 B: 28

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{513 + 99 + 324 + 510}{*1500} = 0.894$$

LOS = D

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15NANPOP

CalcaDB

January 5, 2005 ,Wednesday 10:16:56 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AIRPORT BLVD | W/E: CENTURY BLVD | I/S No: 4

AM/PM: AP | Comments: 2015 No Action / No Project

COUNT DATE: | STUDY DATE: | GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	282	0	483	0	1538	231	285	1234	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	282	0	483	0	1538	231	285	1234	0
LANE	1	0	2	0	0	1	0	2	1	1	0	0	1	0	1	0	4	0	0	1	0	2	0	4	0	0	1	0
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Split	Auto		Split	Auto		Prot-Var	OLA		Prot-Var	Auto	

Critical Movements Diagram

SouthBound A: 405 B: 104

EastBound A: 308 B: 157

WestBound A: 384 B: 0

NorthBound A: 0 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{0 + 405 + 384 + 157}{*1375} = 0.618 \qquad LOS = B$$

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CalcaDB

January 5, 2005 ,Wednesday 10:16:56 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AIRPORT BLVD | W/E: LA TIJERA BLVD | I/S No: 5

AM/PM: AP | Comments:

COUNT DATE: | STUDY DATE: | GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	322	105	459	5	81	19	728	896	12	50	831	194
AMBIENT												
RELATED												
PROJECT												
TOTAL	322	105	459	5	81	19	728	896	12	50	831	194
LANE	0	1	0	0	1	1	0	0	1	0	0	1	0	0	1	0	2	0	1	0	1	0	0	1	0	2	0	1	0	0
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	OLA		Perm	Auto		Prot-Var	Auto		Prot-Var	Auto	

Critical Movements Diagram

SouthBound A: 55 B: 5

EastBound A: 342 B: 50

WestBound A: 454 B: 401

NorthBound A: 282 B: 322

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{322 + 55 + 401 + 342}{*1375} = 0.745 \qquad LOS = C$$

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January 5, 2005 ,Wednesday 10:16:56 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AIRPORT BLVD | W/E: MANCHESTER AV | I/S No: 6

AM/PM: AP | Comments:

COUNT DATE: | STUDY DATE: | GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	134	655	337	132	851	75	212	1449	201	43	1401	74
AMBIENT												
RELATED												
PROJECT												
TOTAL	134	655	337	132	851	75	212	1449	201	43	1401	74
LANE	1	0	1	0	1	0	0	1	0	1	0	1	0	0	1	0	2	0	0	1	0	1	0	2	0	0	1	0
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Perm	Auto		Perm	Auto		Perm	Auto	

Critical Movements Diagram

SouthBound A: 463 B: 132

EastBound A: 701 B: 43

WestBound A: 725 B: 212

NorthBound A: 496 B: 134

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{496 + 132 + 212 + 701}{*1500} = 0.957 \qquad LOS = E$$

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CalcaDB

January 5, 2005 ,Wednesday 10:16:56 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD | W/E: ARBOR VITAE ST | I/S No: 7

AM/PM: AP | Comments:

COUNT DATE: | STUDY DATE: | GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	199	428	98	143	608	329	115	547	99	433	1159	334
AMBIENT												
RELATED												
PROJECT												
TOTAL	199	428	98	143	608	329	115	547	99	433	1159	334
LANE	2	0	2	0	0	1	0	1	0	1	0	1	0	0	1	0	1	0	1	0	1	0	0	1	0	1	0	1	0	0
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Prot-Var	Auto		Prot-Var	Auto		Perm	Auto		Perm	Auto	

Critical Movements Diagram

SouthBound A: 468 B: 143

EastBound A: 747 B: 433

WestBound A: 323 B: 115

NorthBound A: 214 B: 110

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{110 + 468 + 115 + 747}{*1375} = 0.977 \qquad LOS = E$$

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January 5, 2005 ,Wednesday 10:16:56 AM

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INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD | W/E: ARBOR VITAE ST | I/S No: 8

AM/PM: AP | Comments:

COUNT DATE: | STUDY DATE: | GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	123	672	170	312	597	72	190	525	470	192	1077	141
AMBIENT												
RELATED												
PROJECT												
TOTAL	123	672	170	312	597	72	190	525	470	192	1077	141
LANE	1 0 1 0 1 0 0			1 0 1 0 1 0 0			1 0 2 0 0 1 0			1 0 1 0 1 0 0		
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 335 B: 312

EastBound A: 609 B: 192

WestBound A: 470 B: 190

NorthBound A: 421 B: 123

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{421 + 312 + 190 + 609}{1500} = 1.021$$

LOS = F

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January 5, 2005 ,Wednesday 10:16:56 AM

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD | W/E: 111TH ST | I/S No: 10

AM/PM: AP | Comments:

COUNT DATE: | STUDY DATE: | GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	7	1752	174	395	1558	11	301	24	417	11	21	3
AMBIENT												
RELATED												
PROJECT												
TOTAL	7	1752	174	395	1558	11	301	24	417	11	21	3
LANE	1 0 2 0 1 0 0			1 0 2 0 1 0 0			1 0 1 0 1 0 0			1 0 0 0 1 0 0		
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 523 B: 395

EastBound A: 24 B: 11

WestBound A: 417 B: 301

NorthBound A: 642 B: 7

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{642 + 395 + 417 + 11}{*1500} = 0.907$$

LOS = E

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January 5, 2005 ,Wednesday 10:16:56 AM

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD | W/E: CENTURY BLVD | I/S No: 11

AM/PM: AP | Comments:

COUNT DATE: | STUDY DATE: | GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	1599	520	121	61	749	309	127	1374	22	123	1438	1193
AMBIENT												
RELATED												
PROJECT												
TOTAL	1599	520	121	61	749	309	127	1374	22	123	1438	1193
LANE	3 0 1 0 1 0 0			2 0 2 0 0 1 0			1 0 3 0 1 0 0			1 0 3 0 1 0 0		
SIGNAL	Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 375 B: 33

EastBound A: 1193 B: 123

WestBound A: 349 B: 127

NorthBound A: 321 B: 592

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{592 + 375 + 127 + 1193}{*1375} = 1.593$$

LOS = F

Developed by Chun Wong, 12/94

15NANPOP

January 5, 2005 ,Wednesday 10:16:56 AM

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD | W/E: EL SEGUNDO BLVD | I/S No: 12

AM/PM: AP | Comments:

COUNT DATE: | STUDY DATE: | GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	326	633	171	207	575	159	277	1473	279	274	1220	303
AMBIENT												
RELATED												
PROJECT												
TOTAL	326	633	171	207	575	159	277	1473	279	274	1220	303
LANE	1 0 2 0 1 0 0			1 0 3 0 0 1 0			2 0 2 0 1 0 0			1 0 3 0 0 1 0		
SIGNAL	Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 192 B: 207

EastBound A: 407 B: 274

WestBound A: 584 B: 153

NorthBound A: 268 B: 326

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{326 + 192 + 584 + 274}{1375} = 1.001$$

LOS = F

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15NANPOP

CalcaDB

January 5, 2005 ,Wednesday 10:16:56 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: IMPERIAL HWY I/S No: 13

AM/PM: AP Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	289	488	171	979	414	598	121	1019	1080	496	1329	97
AMBIENT												
RELATED												
PROJECT												
TOTAL	289	488	171	979	414	598	121	1019	1080	496	1329	97
LANE	2 0	2 0	0 1	0	1 0	1 0	2 0	3 0	0 1	0	2 0	1 0 0
SIGNAL	Prot-Var	OLA		Prot-Var	OLA		Prot-Var	OLA		Prot-Var	Auto	

Critical Movements Diagram

SouthBound A: 337 B: 538

EastBound A: 476 B: 273

WestBound A: 542 B: 66

NorthBound A: 244 B: 159

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{244 + 538 + 542 + 273}{*1375} = 1.091 \quad LOS = F$$

Developed by Chun Wong, 12/94

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CalcaDB

January 5, 2005 ,Wednesday 10:16:56 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: MANCHESTER AV I/S No: 14

AM/PM: AP Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	556	407	0	0	464	566	162	1435	13	512	1259	459
AMBIENT												
RELATED												
PROJECT												
TOTAL	556	407	0	0	464	566	162	1435	13	512	1259	459
LANE	1 0	1 0	1 0	0	0 0	2 0	0 1	0	1 0	1 0	2 0	0 1 0
SIGNAL	Prot-Fix	Auto		Perm	Auto		Perm	Auto		Prot-Fix	Auto	

Critical Movements Diagram

SouthBound A: 310 B: 0

EastBound A: 630 B: 512

WestBound A: 717 B: 162

NorthBound A: 204 B: 556

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{556 + 310 + 717 + 512}{1375} = 1.524 \quad LOS = F$$

Developed by Chun Wong, 12/94

15NANPOP

CalcaDB

January 5, 2005 ,Wednesday 10:16:56 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: ROSECRANS AV I/S No: 15

AM/PM: AP Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	294	783	833	414	623	271	401	1881	434	445	1489	137
AMBIENT												
RELATED												
PROJECT												
TOTAL	294	783	833	414	623	271	401	1881	434	445	1489	137
LANE	2 0	3 0	0 1	0	2 0	4 0	0 1	0	2 0	3 0	1 0	0 2 0	3 0	1 0	0
SIGNAL	Prot-Var	Auto		Prot-Var	Auto		Prot-Var	Auto		Prot-Var	Auto	

Critical Movements Diagram

SouthBound A: 156 B: 227

EastBound A: 406 B: 245

WestBound A: 579 B: 221

NorthBound A: 723 B: 162

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{723 + 227 + 579 + 245}{1375} = 1.290 \quad LOS = F$$

Developed by Chun Wong, 12/94

15NANPOP

CalcaDB

January 5, 2005 ,Wednesday 10:16:56 AM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AV W/E: JEFFERSON BLVD I/S No: 18

AM/PM: AP Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	28	313	49	633	339	355	18	915	646	391	986	11
AMBIENT												
RELATED												
PROJECT												
TOTAL	28	313	49	633	339	355	18	915	646	391	986	11
LANE	2 0	3 0	0 1	0	2 0	2 0	0 1	0	2 0	3 0	0 1	0 2 0	3 0	0 1	0
SIGNAL	Prot-Var	OLA		Prot-Var	OLA		Prot-Var	OLA		Prot-Var	OLA	

Critical Movements Diagram

SouthBound A: 170 B: 348

EastBound A: 329 B: 215

WestBound A: 305 B: 10

NorthBound A: 104 B: 15

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{104 + 348 + 305 + 215}{*1375} = 0.637 \quad LOS = B$$

Developed by Chun Wong, 12/94

15NANPOP

CalcaDB

January 5, 2005 ,Wednesday 10:16:56 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: CENTINELA AV I/S No: 22

AM/PM: AP Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	904	822	281	171	1169	324	143	452	95	110	463	779
AMBIENT												
RELATED												
PROJECT												
TOTAL	904	822	281	171	1169	324	143	452	95	110	463	779
LANE	2	0	3	0	0	1	0	2	0	3	0	0	1	0	2	0	1	0	1	0	0	1	0	3	0	0	2	0
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Prot-Var	Auto		Prot-Var	Auto		Prot-Var	OLA		Prot-Var	OLA	

Critical Movements Diagram

SouthBound A: 390 B: 94

EastBound A: 154 B: 110

WestBound A: 273 B: 79

NorthBound A: 274 B: 497

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{497 + 390 + 273 + 110}{*1375} = 0.854 \qquad LOS = D$$

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January 5, 2005 ,Wednesday 10:16:56 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: CENTURY BLVD I/S No: 26

AM/PM: AP Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	346	934	376	201	773	665	207	406	93	200	616	846
AMBIENT												
RELATED												
PROJECT												
TOTAL	346	934	376	201	773	665	207	406	93	200	616	846
LANE	1	0	2	0	0	2	0	1	0	2	0	0	2	0	1	0	3	0	1	0	0	1	0	3	0	0	2	0
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Prot-Var	OLA		Prot-Var	OLA		Prot-Var	Auto		Prot-Var	OLA	

Critical Movements Diagram

SouthBound A: 387 B: 201

EastBound A: 205 B: 200

WestBound A: 125 B: 207

NorthBound A: 467 B: 346

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{346 + 387 + 207 + 205}{*1375} = 0.763 \qquad LOS = C$$

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January 5, 2005 ,Wednesday 10:16:56 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: CENTURY BLVD I/S No: 27

AM/PM: AP Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	4265	0	0	2700	80	529	22	3	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	4265	0	0	2700	80	529	22	3	0	0	0
LANE	0	0	4	0	0	1	0	0	0	4	0	0	1	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Free		Perm	Auto		Perm	Auto		<none>	<none>	

Critical Movements Diagram

SouthBound A: 675 B: 0

EastBound A: 0 B: 0

WestBound A: 275 B: 275

NorthBound A: 1066 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{1066 + 0 + 275 + 0}{*1500} = 0.824 \qquad LOS = D$$

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INTERSECTION DATA SUMMARY SHEET

N/S: CULVER BLVD W/E: JEFFERSON BLVD I/S No: 28

AM/PM: AP Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	512	670	3	661	0	724	0	0	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	512	670	3	661	0	724	0	0	0	0	0
LANE	0	0	2	0	0	1	0	0	1	1	0	0	0	0	2	0	0	1	0	0	0	0	0	1	0	0	0	0
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Free		Perm	Auto		Split	Auto		<none>	<none>	

Critical Movements Diagram

SouthBound A: 340 B: 3

EastBound A: 0 B: 0

WestBound A: 0 B: 398

NorthBound A: 256 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{0 + 340 + 398 + 0}{*1500} = 0.422 \qquad LOS = A$$

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INTERSECTION DATA SUMMARY SHEET

N/S: CULVER BLVD W/E: VISTA DEL MAR I/S No: 33

AM/PM: AP Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	18	849	24	30	0	751	0	54	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	18	849	24	30	0	751	0	54	0	0	0
LANE	0	0	0	1	1	0	0	0	1	0	0	0
	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
SIGNAL	Split		Auto	Split		Auto	Split		Auto	Split		Auto

Critical Movements Diagram

SouthBound A: 54 B: 24

EastBound A: 0 B: 0

WestBound A: 54 B: 278

NorthBound A: 434 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{434 + 54 + 278 + 0}{*1375} = 0.487 \qquad LOS = A$$

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INTERSECTION DATA SUMMARY SHEET

N/S: DOUGLAS ST W/E: IMPERIAL HWY I/S No: 34

AM/PM: AP Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	29	6	656	48	0	5	0	1387	52	4	888	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	29	6	656	48	0	5	0	1387	52	4	888	0
LANE	2	0	2	0	0	2	0	1	0	0	0	0
	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
SIGNAL	Split		Auto	Split		Auto	Perm		Auto	Prot-Fix		Auto

Critical Movements Diagram

SouthBound A: 3 B: 26

EastBound A: 296 B: 4

WestBound A: 480 B: 0

NorthBound A: 361 B: 16

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{361 + 26 + 480 + 4}{*1375} = 0.563 \qquad LOS = A$$

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INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: EL SEGUNDO BLVD I/S No: 35

AM/PM: AP Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	235	2327	159	184	1763	138	674	457	514	131	220	307
AMBIENT												
RELATED												
PROJECT												
TOTAL	235	2327	159	184	1763	138	674	457	514	131	220	307
LANE	2	0	3	0	0	1	0	2	0	4	0	0	1	0	1	1	0	0	1	0	1	0	2	0	0	1	0
	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
SIGNAL	Prot-Var		Auto	Prot-Var		Auto	Split		Auto	Split		Auto

Critical Movements Diagram

SouthBound A: 441 B: 101

EastBound A: 242 B: 131

WestBound A: 463 B: 377

NorthBound A: 776 B: 129

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{776 + 101 + 463 + 242}{1375} = 1.151 \qquad LOS = F$$

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INTERSECTION DATA SUMMARY SHEET

N/S: VISTA DEL MAR W/E: GRAND AV I/S No: 36

AM/PM: AP Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	573	261	218	342	0	219	0	260	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	573	261	218	342	0	219	0	260	0	0	0
LANE	1	0	1	0	1	0	0	1	0	1	0	1	0	0	1	0	0	1	0	0	0	1	0	0	0	0	0
	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
SIGNAL	Perm		Auto	Perm		Auto	Perm		Auto	Perm		Auto

Critical Movements Diagram

SouthBound A: 171 B: 218

EastBound A: 0 B: 0

WestBound A: 260 B: 109

NorthBound A: 417 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{417 + 218 + 260 + 0}{*1500} = 0.527 \qquad LOS = A$$

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INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: FLORENCE AV I/S No: 40

AM/PM: AP Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	74	1134	95	204	1836	596	402	507	81	432	427	153
AMBIENT												
RELATED												
PROJECT												
TOTAL	74	1134	95	204	1836	596	402	507	81	432	427	153
LANE	1 0 1 0 1 0 0			1 1 1 0 0 1 0			1 0 1 0 1 0 0			1 0 1 0 1 0 0		
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Split	Auto		Split	Auto		Prot-Var	Auto		Prot-Var	Auto	

Critical Movements Diagram

SouthBound A: 918 B: 204

EastBound A: 290 B: 432

WestBound A: 294 B: 402

NorthBound A: 615 B: 74

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{615 + 918 + 294 + 432}{1375} = 1.643 \qquad LOS = F$$

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INTERSECTION DATA SUMMARY SHEET

N/S: HIGHLAND AV/VISTA DEL MAR W/E: ROSECRANS AV I/S No: 43

AM/PM: AP Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	509	86	729	314	0	45	0	659	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	509	86	729	314	0	45	0	659	0	0	0
LANE	1 0 1 0 1 0 0			1 0 0 0 1 0 0			1 0 1 0 0 1 0			1 0 0 0 1 0 0		
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Prot-Fix	Auto		Perm	Auto		Perm	Auto	

Critical Movements Diagram

SouthBound A: 314 B: 729

EastBound A: 0 B: 0

WestBound A: 294 B: 45

NorthBound A: 298 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{298 + 729 + 294 + 0}{1425} = 0.927 \qquad LOS = E$$

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January 5, 2005 ,Wednesday 10:16:56 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: HOWARD HUGHES PKWY I/S No: 44

AM/PM: AP Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	1664	713	558	1536	0	910	0	340	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1664	713	558	1536	0	910	0	340	0	0	0
LANE	0 0 4 0 0 1 0			2 0 3 0 0 0 0			3 0 0 0 0 1 0			0 0 0 0 0 0 0		
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Free		Prot-Fix	<none>		Split	OLA		<none>	<none>	

Critical Movements Diagram

SouthBound A: 512 B: 307

EastBound A: 0 B: 0

WestBound A: 33 B: 337

NorthBound A: 416 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{416 + 307 + 337 + 0}{*1425} = 0.674 \qquad LOS = B$$

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January 5, 2005 ,Wednesday 10:16:56 AM

INTERSECTION DATA SUMMARY SHEET

N/S: I-105 FWY/CONTINENTAL CITY DR W/E: IMPERIAL HWY I/S No: 45

AM/PM: AP Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	814	0	104	0	0	0	161	1279	0	0	1633	845
AMBIENT												
RELATED												
PROJECT												
TOTAL	814	0	104	0	0	0	161	1279	0	0	1633	845
LANE	2 0 0 0 0 2 0			0 0 0 0 0 0 0			2 0 3 0 0 0 0			0 0 2 0 1 1 0		
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Split	OLA		<none>	<none>		Prot-Fix	<none>		Perm	OLA	

Critical Movements Diagram

SouthBound A: 0 B: 0

EastBound A: 620 B: 0

WestBound A: 426 B: 89

NorthBound A: 0 B: 448

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{448 + 0 + 89 + 620}{*1425} = 0.742 \qquad LOS = C$$

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INTERSECTION DATA SUMMARY SHEET

N/S: I-405 FWY NB RAMPS | W/E: IMPERIAL HWY | I/S No: 46

AM/PM: AP | Comments:

COUNT DATE: | STUDY DATE: | GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	1182	0	127	0	0	0	0	1044	0	0	1180	918
AMBIENT												
RELATED												
PROJECT												
TOTAL	1182	0	127	0	0	0	0	1044	0	0	1180	918
LANE	1	0	0	0	0	1	0	0	0	0	0	0
	0	0	2	0	1	1	0	0	2	0	1	1
	0	0	2	0	1	1	0					
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Split	Auto	<none>	<none>	Perm	Free	Perm	Free				

Critical Movements Diagram

SouthBound A: 0 B: 0

EastBound A: 525 B: 0

WestBound A: 348 B: 0

NorthBound A: 654 B: 654

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{654 + 0 + 0 + 525}{1500} = 0.786$$

LOS = C

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INTERSECTION DATA SUMMARY SHEET

N/S: MAIN ST | W/E: IMPERIAL HWY | I/S No: 47

AM/PM: AP | Comments:

COUNT DATE: | STUDY DATE: | GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	262	0	237	0	0	0	312	1114	0	0	1009	268
AMBIENT												
RELATED												
PROJECT												
TOTAL	262	0	237	0	0	0	312	1114	0	0	1009	268
LANE	2	0	0	0	1	0	0	0	0	0	0	0
	1	0	2	0	0	0	0	0	2	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Split	Free	<none>	<none>	Prot-Fix	<none>	Perm	Auto				

Critical Movements Diagram

SouthBound A: 0 B: 0

EastBound A: 504 B: 0

WestBound A: 557 B: 312

NorthBound A: 0 B: 144

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{144 + 0 + 312 + 504}{*1425} = 0.604$$

LOS = B

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January 5, 2005 ,Wednesday 10:16:56 AM

INTERSECTION DATA SUMMARY SHEET

N/S: I-105 FWY W/B OFF/NASH ST | W/E: IMPERIAL HWY | I/S No: 48

AM/PM: AP | Comments:

COUNT DATE: | STUDY DATE: | GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	128	514	298	277	860	0	0	652	742
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	128	514	298	277	860	0	0	652	742
LANE	0	0	0	0	0	0	1	1	0	0	1	1
	2	0	3	0	0	0	0	0	2	0	1	0
	0	0	2	0	1	0	0					
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	<none>	<none>	Split	Auto	Prot-Fix	<none>	Perm	Auto				

Critical Movements Diagram

SouthBound A: 271 B: 128

EastBound A: 742 B: 0

WestBound A: 287 B: 152

NorthBound A: 0 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{0 + 271 + 152 + 742}{*1425} = 0.748$$

LOS = C

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January 5, 2005 ,Wednesday 10:16:56 AM

INTERSECTION DATA SUMMARY SHEET

N/S: PERSHING DR | W/E: IMPERIAL HWY | I/S No: 49

AM/PM: AP | Comments:

COUNT DATE: | STUDY DATE: | GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	676	0	104	0	655	813	111	540	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	676	0	104	0	655	813	111	540	0
LANE	0	0	0	1	0	0	1	0	0	1	0	1
	1	0	0	1	0	1	0	0	2	0	1	0
	2	0	1	0	1	0	0					
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Split	Auto	Split	OLA	Prot-Var	OLA	Prot-Var	Auto				

Critical Movements Diagram

SouthBound A: 338 B: 338

EastBound A: 270 B: 61

WestBound A: 475 B: 0

NorthBound A: 0 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{0 + 338 + 475 + 61}{*1375} = 0.566$$

LOS = A

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January 5, 2005 ,Wednesday 10:16:56 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD | W/E: IMPERIAL HWY | I/S No: 50

AM/PM: AP | Comments:

COUNT DATE: | STUDY DATE: | GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	101	1716	240	1633	1715	528	24	249	594	432	220	22
AMBIENT												
RELATED												
PROJECT												
TOTAL	101	1716	240	1633	1715	528	24	249	594	432	220	22
LANE	1 0 3 0 0 1 0			2 0 3 0 1 0 0			2 0 3 0 0 1 0			2 0 3 0 0 1 0		
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Prot-Var	Auto		Prot-Var	Auto		Prot-Var	Auto		Prot-Var	Auto	

Critical Movements Diagram

SouthBound A: 561 B: 898

EastBound A: 73 B: 238

WestBound A: 145 B: 13

NorthBound A: 572 B: 101

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{572 + 898 + 145 + 238}{*1375} = 1.278$$

LOS = F

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INTERSECTION DATA SUMMARY SHEET

N/S: VISTA DEL MAR | W/E: IMPERIAL HWY | I/S No: 51

AM/PM: AP | Comments:

COUNT DATE: | STUDY DATE: | GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	731	105	547	483	0	79	0	679	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	731	105	547	483	0	79	0	679	0	0	0
LANE	1 0 2 0 0 1 0			1 0 1 0 1 0 0			1 1 0 0 0 1 0			0 0 0 0 0 0 0		
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Prot-Fix	Auto		Split	OLA		<none>	<none>	

Critical Movements Diagram

SouthBound A: 241 B: 547

EastBound A: 0 B: 0

WestBound A: 132 B: 39

NorthBound A: 366 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{366 + 547 + 132 + 0}{*1425} = 0.663$$

LOS = B

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INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD | W/E: IMPERIAL HWY | I/S No: 52

AM/PM: AP | Comments:

COUNT DATE: | STUDY DATE: | GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	148	171	407	449	344	371	254	1047	928	309	1239	357
AMBIENT												
RELATED												
PROJECT												
TOTAL	148	171	407	449	344	371	254	1047	928	309	1239	357
LANE	2 0 1 0 1 1 0			2 0 1 0 1 1 0			2 0 3 0 0 2 0			2 0 3 0 0 2 0		
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Prot-Var	Auto		Prot-Var	Auto		Prot-Var	OLA		Prot-Var	OLA	

Critical Movements Diagram

SouthBound A: 238 B: 247

EastBound A: 413 B: 170

WestBound A: 349 B: 140

NorthBound A: 171 B: 82

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{171 + 247 + 140 + 413}{*1375} = 0.636$$

LOS = B

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INTERSECTION DATA SUMMARY SHEET

N/S: I-405 N/B RAMPS | W/E: JEFFERSON BLVD | I/S No: 54

AM/PM: AP | Comments:

COUNT DATE: | STUDY DATE: | GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	192	0	238	0	0	0	315	986	259	140	1088	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	192	0	238	0	0	0	315	986	259	140	1088	0
LANE	1 0 0 1 0 0 0			0 0 0 0 0 0 0			0 0 2 0 0 1 0			1 0 3 0 0 0 0		
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		<none>	<none>		Perm	Auto		Prot-Fix	<none>	

Critical Movements Diagram

SouthBound A: 0 B: 0

EastBound A: 363 B: 140

WestBound A: 493 B: 0

NorthBound A: 238 B: 192

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{238 + 0 + 493 + 140}{*1200} = 0.656$$

LOS = B

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INTERSECTION DATA SUMMARY SHEET

N/S: I-405 S/B RAMPS | W/E: JEFFERSON BLVD | I/S No: 55

AM/PM: AP | Comments:

COUNT DATE: | STUDY DATE: | GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	103	0	194	315	1175	0	140	988	137
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	103	0	194	315	1175	0	140	988	137
LANE	0	0	0	0	0	0	1	0	0	1	0	1	0	2	0	2	0	0	0	0	0	3	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR																		
SIGNAL	<none>	<none>	Perm	Auto	Prot-Fix	Auto	Perm	Auto																		

Critical Movements Diagram

SouthBound A: 99 B: 99

EastBound A: 329 B: 0

WestBound A: 587 B: 173

NorthBound A: 0 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{0 + 99 + 587 + 0}{1200^*} = 0.502 \qquad LOS = A$$

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INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD | W/E: JEFFERSON BLVD | I/S No: 57

AM/PM: AP | Comments:

COUNT DATE: | STUDY DATE: | GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	145	1551	695	187	1791	167	819	412	326	62	469	143
AMBIENT												
RELATED												
PROJECT												
TOTAL	145	1551	695	187	1791	167	819	412	326	62	469	143
LANE	1	0	4	0	0	1	0	2	0	3	0	1	0	0	2	0	0	0	2	0	1	0	2	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR																		
SIGNAL	Prot-Var	OLA	Prot-Var	Auto	Split	OLA	Split	Auto																		

Critical Movements Diagram

SouthBound A: 490 B: 103

EastBound A: 204 B: 62

WestBound A: 206 B: 450

NorthBound A: 388 B: 145

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{145 + 490 + 450 + 204}{*1375} = 0.867 \qquad LOS = D$$

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January 5, 2005 ,Wednesday 10:16:56 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD | W/E: 111TH ST | I/S No: 67

AM/PM: AP | Comments:

COUNT DATE: | STUDY DATE: | GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	499	908	0	0	739	424	0	0	0	350	0	353
AMBIENT												
RELATED												
PROJECT												
TOTAL	499	908	0	0	739	424	0	0	0	350	0	353
LANE	1	0	2	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	2	0	0	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR																		
SIGNAL	Perm	<none>	Perm	Auto	<none>	<none>	Perm	Auto																		

Critical Movements Diagram

SouthBound A: 424 B: 0

EastBound A: 353 B: 192

WestBound A: 0 B: 0

NorthBound A: 454 B: 499

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{499 + 424 + 0 + 353}{*1500} = 0.781 \qquad LOS = C$$

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INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD | W/E: I-405 RAMPS S/O CENTURY BL | I/S No: 68

AM/PM: AP | Comments:

COUNT DATE: | STUDY DATE: | GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	1507	12	705	1122	0	0	0	146	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1507	12	705	1122	0	0	0	146	0	0	0
LANE	0	0	2	0	0	1	0	2	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR																		
SIGNAL	Perm	Auto	Prot-Fix	<none>	Split	Auto	<none>	<none>																		

Critical Movements Diagram

SouthBound A: 561 B: 387

EastBound A: 0 B: 0

WestBound A: 0 B: 0

NorthBound A: 754 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{754 + 387 + 0 + 0}{*1425} = 0.731 \qquad LOS = C$$

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INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: I-405 FWY SB N/O IMPERIAL I/S No: 69

AM/PM: AP Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	1207	200	74	1020	0	142	0	202	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1207	200	74	1020	0	142	0	202	0	0	0
LANE	1	0	2	0	0	1	0	1	0	3	0	0	0	0	2	0	0	0	0	1	0	0	0	0	1	0	0	0
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	OLA		Prot-Fix	Auto		Perm	Auto		Perm	Auto	

Critical Movements Diagram

SouthBound A: 340 B: 74

EastBound A: 0 B: 0

WestBound A: 165 B: 78

NorthBound A: 604 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{604 + 74 + 165 + 0}{*1425} = 0.522 \qquad LOS = A$$

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January 5, 2005 ,Wednesday 10:16:56 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: LENNOX BLVD I/S No: 71

AM/PM: AP Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	988	258	316	812	0	411	0	708	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	988	258	316	812	0	411	0	708	0	0	0
LANE	0	0	1	0	1	0	0	1	0	3	0	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Prot-Fix	<none>		Split	Auto		<none>	<none>	

Critical Movements Diagram

SouthBound A: 271 B: 316

EastBound A: 0 B: 0

WestBound A: 373 B: 373

NorthBound A: 623 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{623 + 316 + 373 + 0}{*1425} = 0.851 \qquad LOS = D$$

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January 5, 2005 ,Wednesday 10:16:56 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: MANCHESTER AV I/S No: 72

AM/PM: AP Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	41	792	56	579	1180	634	217	887	221	289	801	117
AMBIENT												
RELATED												
PROJECT												
TOTAL	41	792	56	579	1180	634	217	887	221	289	801	117
LANE	1	0	1	0	1	0	0	1	1	1	0	1	0	0	2	0	2	0	1	0	0	1	0	2	0	1	0	0
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Split	OLA		Split	Auto		Prot-Fix	Auto		Prot-Fix	Auto	

Critical Movements Diagram

SouthBound A: 634 B: 579

EastBound A: 306 B: 289

WestBound A: 369 B: 119

NorthBound A: 424 B: 41

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{424 + 634 + 369 + 289}{1375} = 1.248 \qquad LOS = F$$

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INTERSECTION DATA SUMMARY SHEET

N/S: I-405 N/B RAMPS W/E: LA TIJERA BLVD I/S No: 78

AM/PM: AP Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	393	0	54	0	0	0	20	924	40	434	751	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	393	0	54	0	0	0	20	924	40	434	751	0
LANE	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	2	0	3	0	0	0
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Split	<none>		<none>	<none>		Perm	Auto		Prot-Fix	<none>	

Critical Movements Diagram

SouthBound A: 0 B: 0

EastBound A: 250 B: 239

WestBound A: 321 B: 0

NorthBound A: 54 B: 393

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{393 + 0 + 321 + 239}{*1425} = 0.599 \qquad LOS = A$$

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January 5, 2005 ,Wednesday 10:16:56 AM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 S/B RAMPS W/E: LA TIJERA BLVD I/S No: 79

AM/PM: AP Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	13	0	652	20	1319	0	434	740	308
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	13	0	652	20	1319	0	434	740	308
LANE	0 0 0 0 0 0			0 0 0 0 1 1			2 0 3 0 0 0			0 0 2 0 1 0 0		
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	<none>	<none>		Split	<none>		Prot-Fix	<none>		Perm	Auto	

Critical Movements Diagram

SouthBound A: 333 B: 13

EastBound A: 349 B: 0

WestBound A: 440 B: 11

NorthBound A: 0 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{0 + 333 + 440 + 0}{*1425} = 0.472 \qquad LOS = A$$

Developed by Chun Wong, 12/94

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January 5, 2005 ,Wednesday 10:16:56 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: LA TIJERA BLVD I/S No: 81

AM/PM: AP Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	187	976	32	1	1127	55	31	6	0	21	0	18
AMBIENT												
RELATED												
PROJECT												
TOTAL	187	976	32	1	1127	55	31	6	0	21	0	18
LANE	2 0 3 0 1 0 0			1 0 2 0 1 0 0			0 0 0 1 0 0 0			1 1 0 0 0 1 0		
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Prot-Fix	Auto		Prot-Fix	Auto		Split	Auto		Split	Auto	

Critical Movements Diagram

SouthBound A: 394 B: 1

EastBound A: 11 B: 11

WestBound A: 37 B: 31

NorthBound A: 252 B: 103

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{103 + 394 + 37 + 11}{*1375} = 0.326 \qquad LOS = A$$

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January 5, 2005 ,Wednesday 10:16:56 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA TIJERA BLVD W/E: MANCHESTER AV I/S No: 82

AM/PM: AP Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	1	385	131	240	444	88	222	1077	57	180	966	2
AMBIENT												
RELATED												
PROJECT												
TOTAL	1	385	131	240	444	88	222	1077	57	180	966	2
LANE	1 0 2 0 0 1 0			1 0 2 0 0 1 0			1 0 2 0 0 1 0			1 0 2 0 0 1 0		
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Perm	Auto		Prot-Var	Auto		Prot-Var	Auto	

Critical Movements Diagram

SouthBound A: 222 B: 240

EastBound A: 483 B: 180

WestBound A: 539 B: 222

NorthBound A: 193 B: 1

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{193 + 240 + 539 + 180}{*1375} = 0.768 \qquad LOS = C$$

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January 5, 2005 ,Wednesday 10:16:56 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: LA TIJERA BLVD I/S No: 83

AM/PM: AP Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	80	1106	136	148	647	94	48	343	118	128	317	26
AMBIENT												
RELATED												
PROJECT												
TOTAL	80	1106	136	148	647	94	48	343	118	128	317	26
LANE	1 0 3 0 0 1 0			1 0 3 0 0 1 0			1 0 1 0 1 0 0			1 0 2 0 0 1 0		
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Perm	Auto		Prot-Fix	Auto		Perm	Auto	

Critical Movements Diagram

SouthBound A: 216 B: 148

EastBound A: 158 B: 128

WestBound A: 230 B: 48

NorthBound A: 369 B: 80

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{369 + 148 + 230 + 128}{*1425} = 0.544 \qquad LOS = A$$

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January 5, 2005 ,Wednesday 10:16:56 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: 83RD ST I/S No: 87

AM/PM: AP Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	1	1643	0	484	1708	621	2	10	329	486	6	1
AMBIENT												
RELATED												
PROJECT												
TOTAL	1	1643	0	484	1708	621	2	10	329	486	6	1
LANE	1 0 3 0 1 0 0			1 0 2 0 1 0 0			1 0 1 0 0 1 0			1 0 0 0 1 0 0		
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Prot-Fix	Auto		Perm	Auto		Prot-Fix	Auto	

Critical Movements Diagram

SouthBound A: 777 B: 484

EastBound A: 7 B: 486

WestBound A: 87 B: 2

NorthBound A: 411 B: 1

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{411 + 484 + 87 + 486}{*1375} = 0.998 \qquad LOS = E$$

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January 5, 2005 ,Wednesday 10:16:56 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: MANCHESTER AV I/S No: 88

AM/PM: AP Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	252	1226	123	197	1357	155	224	770	191	229	687	113
AMBIENT												
RELATED												
PROJECT												
TOTAL	252	1226	123	197	1357	155	224	770	191	229	687	113
LANE	1 0 3 0 1 0 0			1 0 2 0 1 0 0			1 0 2 0 0 1 0			1 0 2 0 0 1 0		
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Prot-Fix	Auto		Prot-Fix	OLA		Prot-Fix	Auto	

Critical Movements Diagram

SouthBound A: 504 B: 197

EastBound A: 344 B: 229

WestBound A: 385 B: 224

NorthBound A: 337 B: 252

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{252 + 504 + 385 + 229}{*1375} = 0.926 \qquad LOS = E$$

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January 5, 2005 ,Wednesday 10:16:56 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: LINCOLN BLVD I/S No: 93

AM/PM: AP Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	0	1311	2	0	1149	1971	0	1795	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	0	1311	2	0	1149	1971	0	1795	0
LANE	0 0 0 0 0 0 0			0 0 4 0 0 0 0			0 0 4 0 0 3 0			0 0 4 0 0 0 0		
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	<none>	<none>		Split	Free		Perm	Free		Perm	<none>	

Critical Movements Diagram

SouthBound A: 328 B: 0

EastBound A: 449 B: 0

WestBound A: 287 B: 0

NorthBound A: 0 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{0 + 328 + 0 + 449}{*1500} = 0.448 \qquad LOS = A$$

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January 5, 2005 ,Wednesday 10:16:56 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: TEALE ST I/S No: 94

AM/PM: AP Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	2380	678	115	2639	0	940	0	13	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2380	678	115	2639	0	940	0	13	0	0	0
LANE	0 0 4 0 0 1 0			2 0 4 0 0 0 0			2 0 0 0 0 1 1			0 0 0 0 0 0 0		
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Prot-Fix	<none>		Split	OLA		<none>	<none>	

Critical Movements Diagram

SouthBound A: 660 B: 63

EastBound A: 0 B: 0

WestBound A: 0 B: 348

NorthBound A: 595 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{0 + 660 + 348 + 0}{*1425} = 0.637 \qquad LOS = B$$

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January 5, 2005 ,Wednesday 10:16:56 AM

INTERSECTION DATA SUMMARY SHEET

N/S: PERSHING DR | W/E: MANCHESTER AV | I/S No: 98

AM/PM: AP | Comments:

COUNT DATE: | STUDY DATE: | GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	52	149	175	180	231	20	181	87	86	3	18	11
AMBIENT												
RELATED												
PROJECT												
TOTAL	52	149	175	180	231	20	181	87	86	3	18	11
LANE	1	0	2	0	0	1	0	1	0	1	0	0	1	0	1	0	0	0	1	0	0	1	0	0
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Prot-Fix	Auto		Split	OLA		Split	Auto	

Critical Movements Diagram

SouthBound A: 126 B: 180

EastBound A: 15 B: 3

WestBound A: 87 B: 181

NorthBound A: 84 B: 52

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{84 + 180 + 181 + 15}{*1375} = 0.265$$

LOS = A

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January 5, 2005 ,Wednesday 10:16:56 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD | W/E: MANCHESTER AV | I/S No: 99

AM/PM: AP | Comments:

COUNT DATE: | STUDY DATE: | GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	268	1137	153	145	930	72	224	850	117	145	962	212
AMBIENT												
RELATED												
PROJECT												
TOTAL	268	1137	153	145	930	72	224	850	117	145	962	212
LANE	1	0	3	0	0	1	0	1	0	3	0	0	1	0	1	0	1	0	1	0	1	0	0	2	0	2	0	0	1	0
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Prot-Fix	Auto		Prot-Fix	Auto		Perm	Auto		Prot-Fix	Auto	

Critical Movements Diagram

SouthBound A: 310 B: 145

EastBound A: 481 B: 80

WestBound A: 484 B: 224

NorthBound A: 379 B: 268

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{268 + 310 + 224 + 481}{*1375} = 0.863$$

LOS = D

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January 5, 2005 ,Wednesday 10:16:56 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD | W/E: MARIPOSA AV | I/S No: 100

AM/PM: AP | Comments:

COUNT DATE: | STUDY DATE: | GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	335	1949	109	71	2052	105	174	145	84	288	192	229
AMBIENT												
RELATED												
PROJECT												
TOTAL	335	1949	109	71	2052	105	174	145	84	288	192	229
LANE	1	0	4	0	0	1	0	2	0	3	0	1	0	0	1	0	0	1	0	0	1	0	0	1	0	0	1	0	0
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Prot-Var	Auto		Prot-Var	Auto		Perm	Auto		Perm	Auto	

Critical Movements Diagram

SouthBound A: 539 B: 39

EastBound A: 421 B: 288

WestBound A: 145 B: 174

NorthBound A: 487 B: 335

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{335 + 539 + 174 + 421}{1375} = 1.068$$

LOS = F

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January 5, 2005 ,Wednesday 10:16:56 AM

INTERSECTION DATA SUMMARY SHEET

N/S: PERSHING DR | W/E: WESTCHESTER PKWY | I/S No: 101

AM/PM: AP | Comments:

COUNT DATE: | STUDY DATE: | GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	339	289	129	423	0	76	0	133	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	339	289	129	423	0	76	0	133	0	0	0
LANE	0	0	2	0	0	2	0	1	0	2	0	0	0	0	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	OLA		Prot-Fix	<none>		Split	OLA		<none>	<none>	

Critical Movements Diagram

SouthBound A: 211 B: 129

EastBound A: 0 B: 0

WestBound A: 0 B: 42

NorthBound A: 169 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{169 + 129 + 42 + 0}{*1425} = 0.169$$

LOS = A

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January 5, 2005 ,Wednesday 10:16:56 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: ROSECRANS AV I/S No: 103

AM/PM: AP Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	37	2128	1056	702	1985	14	839	220	547	110	412	261
AMBIENT												
RELATED												
PROJECT												
TOTAL	37	2128	1056	702	1985	14	839	220	547	110	412	261
LANE	2 0 4 0 0 1 0			2 0 3 0 0 1 0			2 0 2 0 0 1 0			2 0 3 0 0 1 0		
SIGNAL	Phasing: Prot-Var	RTOR: OLA		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 662 B: 386

EastBound A: 251 B: 60

WestBound A: 354 B: 461

NorthBound A: 595 B: 20

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{595 + 386 + 461 + 251}{1375} = 1.231 \qquad LOS = F$$

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January 5, 2005 ,Wednesday 10:16:56 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: I-105 OFF RAMP N/O IMPERIAL HW I/S No: 105

AM/PM: AP Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	2719	0	0	0	0	0	0	2701	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2719	0	0	0	0	0	0	2701	0	0	0
LANE	0 0 3 0 0 0 0			0 0 0 0 0 0 0			0 0 0 0 3 0			0 0 0 0 0 0 0		
SIGNAL	Phasing: Perm	RTOR: <none>		Phasing: <none>	RTOR: <none>		Phasing: Perm	RTOR: <none>		Phasing: <none>	RTOR: <none>	

Critical Movements Diagram

SouthBound A: 0 B: 0

EastBound A: 0 B: 0

WestBound A: 999 B: 0

NorthBound A: 906 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{906 + 0 + 999 + 0}{*1500} = 1.200 \qquad LOS = F$$

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January 5, 2005 ,Wednesday 10:16:56 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: 76TH/77TH ST I/S No: 106

AM/PM: AP Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	66	1627	8	50	1552	673	17	69	45	516	30	61
AMBIENT												
RELATED												
PROJECT												
TOTAL	66	1627	8	50	1552	673	17	69	45	516	30	61
LANE	1 0 2 0 1 0 0			1 0 2 0 1 0 0			1 0 1 0 0 1 0			2 0 1 0 0 1 0		
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 741 B: 50

EastBound A: 61 B: 284

WestBound A: 69 B: 17

NorthBound A: 545 B: 66

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{66 + 741 + 69 + 284}{*1425} = 0.744 \qquad LOS = C$$

Developed by Chun Wong, 12/94

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January 5, 2005 ,Wednesday 10:16:56 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: WESTCHESTER PKWY I/S No: 109

AM/PM: AP Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	71	996	118	170	534	15	232	192	233	95	761	130
AMBIENT												
RELATED												
PROJECT												
TOTAL	71	996	118	170	534	15	232	192	233	95	761	130
LANE	1 0 3 0 0 1 0			1 0 3 0 0 1 0			1 0 1 0 1 0 0			1 0 1 0 1 0 0		
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 178 B: 170

EastBound A: 446 B: 95

WestBound A: 233 B: 232

NorthBound A: 332 B: 71

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{332 + 170 + 232 + 446}{*1500} = 0.717 \qquad LOS = C$$

Developed by Chun Wong, 12/94

15NANPOP

CalcaDB

January 5, 2005 ,Wednesday 10:16:56 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD | W/E: I-405 SB RAMPS N/O CENTURY | I/S No: 111

AM/PM: AP | Comments:

COUNT DATE: | STUDY DATE: | GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	1048	176	170	660	0	981	0	225	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1048	176	170	660	0	981	0	225	0	0	0
LANE	0	0	1	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Perm	Auto		Split	Auto		<none>	<none>	

Critical Movements Diagram

SouthBound A: 330 B: 170

EastBound A: 0 B: 0

WestBound A: 603 B: 603

NorthBound A: 524 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{524 + 170 + 603 + 0}{*1500} = 0.795 \qquad LOS = C$$

Developed by Chun Wong, 12/94

15NANPOP

CalcaDB

January 5, 2005 ,Wednesday 10:16:56 AM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 NB OFF-RAMP | W/E: CENTURY BLVD | I/S No: 307

AM/PM: AP | Comments:

COUNT DATE: | STUDY DATE: | GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	31	0	345	0	0	0	0	1218	0	0	807	285
AMBIENT												
RELATED												
PROJECT												
TOTAL	31	0	345	0	0	0	0	1218	0	0	807	285
LANE	2	0	0	0	1	0	0	0	0	0	0	1	0	0	3	0	0	0	1	0	2	0	1	1	0
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Split	<none>		<none>	Auto		<none>	Auto		Perm	Free	

Critical Movements Diagram

SouthBound A: 0 B: 0

EastBound A: 273 B: 0

WestBound A: 406 B: 0

NorthBound A: 345 B: 17

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{345 + 0 + 406 + 273}{1500} = 0.501 \qquad LOS = A$$

Developed by Chun Wong, 12/94

15NANPOP

CalcaDB

January 5, 2005 ,Wednesday 10:16:56 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD | W/E: EL SEGUNDO BLVD | I/S No: 312

AM/PM: AP | Comments: 2015 No Action / No Project

COUNT DATE: | STUDY DATE: | GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	176	0	180	0	1649	105	36	1084	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	176	0	180	0	1649	105	36	1084	0
LANE	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	2	0	1	0	0	1	0	3	0	0	0	0	0
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	<none>	<none>		Split	Auto		Perm	Auto		Prot-Fix	<none>	

Critical Movements Diagram

SouthBound A: 81 B: 97

EastBound A: 361 B: 36

WestBound A: 585 B: 0

NorthBound A: 0 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{0 + 97 + 585 + 36}{1425} = 0.504 \qquad LOS = A$$

Developed by Chun Wong, 12/94

15NANPOP

CalcaDB

January 5, 2005 ,Wednesday 10:16:56 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD | W/E: 120TH ST | I/S No: 313

AM/PM: AP | Comments: 2015 No Action / No Project

COUNT DATE: | STUDY DATE: | GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	20	127	1	29	139	252	7	214	83	293	68	56
AMBIENT												
RELATED												
PROJECT												
TOTAL	20	127	1	29	139	252	7	214	83	293	68	56
LANE	1	0	1	0	1	0	0	1	0	1	0	1	0	0	1	0	1	0	0	1	0	1	0	1	0	0	1	0	1	0
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Perm	Auto		Prot-Var	Auto		Prot-Var	Auto	

Critical Movements Diagram

SouthBound A: 252 B: 29

EastBound A: 62 B: 293

WestBound A: 148 B: 7

NorthBound A: 64 B: 20

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{20 + 252 + 148 + 293}{1375} = 0.519 \qquad LOS = A$$

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January 5, 2005 ,Wednesday 10:18:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD | W/E: 104TH ST | I/S No: 0

AM/PM: AP | Comments: 2015 No Action / No Project

COUNT DATE: | STUDY DATE: | GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	289	1111	0	0	928	91	0	0	0	108	0	100
AMBIENT												
RELATED												
PROJECT												
TOTAL	289	1111	0	0	928	91	0	0	0	108	0	100
LANE	1 0 2 0 1 0 0			1 0 2 0 1 0 0			0 0 0 1 0 0 0			1 0 1 0 0 1 0		
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: OLA	

Critical Movements Diagram

SouthBound A: 340 B: 0

EastBound A: 0 B: 108

WestBound A: 0 B: 0

NorthBound A: 370 B: 289

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{289 + 340 + 0 + 108}{*1425} = 0.447 \qquad LOS = A$$

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24NANPOP

CalcaDB

January 5, 2005 ,Wednesday 10:18:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD | W/E: BALI WY | I/S No: 16

AM/PM: AP | Comments: 2015 No Action / No Project

COUNT DATE: | STUDY DATE: | GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	106	1466	22	72	1160	453	7	1	35	366	13	102
AMBIENT												
RELATED												
PROJECT												
TOTAL	106	1466	22	72	1160	453	7	1	35	366	13	102
LANE	1 0 2 0 1 0 0			1 0 2 0 1 0 0			1 0 0 0 1 0 0			1 1 0 0 0 1 0		
SIGNAL	Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Split	RTOR: Auto		Phasing: Split	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 538 B: 72

EastBound A: 189 B: 189

WestBound A: 36 B: 7

NorthBound A: 496 B: 106

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{106 + 538 + 36 + 189}{*1375} = 0.562 \qquad LOS = A$$

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January 5, 2005 ,Wednesday 10:18:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AV | W/E: CULVER BLVD | I/S No: 17

AM/PM: AP | Comments:

COUNT DATE: | STUDY DATE: | GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	41	844	89	243	1005	210	61	409	265	174	288	29
AMBIENT												
RELATED												
PROJECT												
TOTAL	41	844	89	243	1005	210	61	409	265	174	288	29
LANE	1 0 2 0 0 1 0			1 0 1 0 1 0 0			1 0 1 0 1 0 0			1 0 1 0 1 0 0		
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 608 B: 243

EastBound A: 159 B: 174

WestBound A: 337 B: 61

NorthBound A: 422 B: 41

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{422 + 243 + 337 + 174}{*1500} = 0.714 \qquad LOS = C$$

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January 5, 2005 ,Wednesday 10:18:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD | W/E: CENTINELA AV | I/S No: 20

AM/PM: AP | Comments:

COUNT DATE: | STUDY DATE: | GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	258	2000	91	290	1873	23	175	973	127	2	944	175
AMBIENT												
RELATED												
PROJECT												
TOTAL	258	2000	91	290	1873	23	175	973	127	2	944	175
LANE	1 0 2 0 1 0 0			1 0 2 0 1 0 0			1 0 3 0 0 1 0			0 0 2 0 1 0 0		
SIGNAL	Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 632 B: 290

EastBound A: 373 B: 0

WestBound A: 324 B: 175

NorthBound A: 697 B: 258

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{697 + 290 + 175 + 373}{*1375} = 1.046 \qquad LOS = F$$

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CalcaDB

January 5, 2005 ,Wednesday 10:18:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA BREA AV | W/E: CENTURY BLVD | I/S No: 25

AM/PM: AP | Comments:

COUNT DATE: | STUDY DATE: | GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	283	1367	128	308	1504	101	203	876	293	207	801	330
AMBIENT												
RELATED												
PROJECT												
TOTAL	283	1367	128	308	1504	101	203	876	293	207	801	330
LANE	1 0 3 0 1 0 0			1 0 3 0 0 1 0			1 0 2 0 1 0 0			1 0 2 0 1 0 0		
SIGNAL	Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 501 B: 308

EastBound A: 377 B: 207

WestBound A: 390 B: 203

NorthBound A: 374 B: 283

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{283 + 501 + 390 + 207}{1375} = 1.004 \qquad LOS = F$$

Developed by Chun Wong, 12/94

24NANPOP

CalcaDB

January 5, 2005 ,Wednesday 10:18:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD | W/E: FIJI WY | I/S No: 39

AM/PM: AP | Comments:

COUNT DATE: | STUDY DATE: | GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	609	1626	0	50	1317	133	27	28	38	6	0	603
AMBIENT												
RELATED												
PROJECT												
TOTAL	609	1626	0	50	1317	133	27	28	38	6	0	603
LANE	2 0 3 0 0 1 0			1 0 2 0 1 0 0			0 1 0 0 1 0 0			1 0 1 0 0 1 0		
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Free	

Critical Movements Diagram

SouthBound A: 483 B: 50

EastBound A: 0 B: 6

WestBound A: 66 B: 27

NorthBound A: 542 B: 335

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{335 + 483 + 66 + 6}{*1425} = 0.555 \qquad LOS = A$$

Developed by Chun Wong, 12/94

24NANPOP

CalcaDB

January 5, 2005 ,Wednesday 10:18:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: HAWTHORNE BLVD | W/E: IMPERIAL HWY | I/S No: 42

AM/PM: AP | Comments:

COUNT DATE: | STUDY DATE: | GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	264	1394	248	152	1683	348	197	484	65	191	479	190
AMBIENT												
RELATED												
PROJECT												
TOTAL	264	1394	248	152	1683	348	197	484	65	191	479	190
LANE	2 0 3 0 0 1 0			1 0 2 0 1 0 0			1 0 2 0 1 0 0			1 0 2 0 1 0 0		
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 677 B: 152

EastBound A: 223 B: 191

WestBound A: 183 B: 197

NorthBound A: 465 B: 145

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{145 + 677 + 197 + 223}{1375} = 0.903 \qquad LOS = E$$

Developed by Chun Wong, 12/94

24NANPOP

CalcaDB

January 5, 2005 ,Wednesday 10:18:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD | W/E: LA TIJERA BLVD | I/S No: 70

AM/PM: AP | Comments:

COUNT DATE: | STUDY DATE: | GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	1972	38	0	2181	877	0	0	0	664	51	26
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1972	38	0	2181	877	0	0	0	664	51	26
LANE	0 0 2 0 1 0 0			0 0 2 0 1 1 0			0 0 0 0 0 0 0			3 0 0 0 1 0 0		
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: OLA		Phasing: <none>	RTOR: <none>		Phasing: Split	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 765 B: 0

EastBound A: 76 B: 246

WestBound A: 0 B: 0

NorthBound A: 670 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{0 + 765 + 0 + 246}{*1500} = 0.604 \qquad LOS = B$$

Developed by Chun Wong, 12/94

24NANPOP

CalcaDB

January 5, 2005 ,Wednesday 10:18:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD | W/E: MARINA EXPWY | I/S No: 89

AM/PM: AP | Comments:

COUNT DATE: | STUDY DATE: | GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	1897	77	742	1178	0	384	0	724	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1897	77	742	1178	0	384	0	724	0	0	0
LANE	0	0	2	0	1	0	2	0	3	0	0	0
	2	0	0	0	2	0	0	0	0	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Perm	Auto	Prot-Fix	<none>	Split	OLA	<none>	<none>				

Critical Movements Diagram

SouthBound A: 393 B: 408

EastBound A: 0 B: 0

WestBound A: 0 B: 211

NorthBound A: 658 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{658 + 408 + 211 + 0}{*1425} = 0.826 \qquad LOS = D$$

Developed by Chun Wong, 12/94

24NANPOP

CalcaDB

January 5, 2005 ,Wednesday 10:18:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD | W/E: MAXELLA AV | I/S No: 90

AM/PM: AP | Comments:

COUNT DATE: | STUDY DATE: | GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	240	1918	460	159	1460	90	322	101	44	116	59	137
AMBIENT												
RELATED												
PROJECT												
TOTAL	240	1918	460	159	1460	90	322	101	44	116	59	137
LANE	2	0	3	0	1	0	2	0	3	0	1	0
	1	1	0	0	1	0	1	0	1	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Split	OLA	Split	Auto				

Critical Movements Diagram

SouthBound A: 387 B: 87

EastBound A: 71 B: 116

WestBound A: 211 B: 211

NorthBound A: 639 B: 132

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{639 + 87 + 211 + 116}{*1375} = 0.696 \qquad LOS = B$$

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24NANPOP

CalcaDB

January 5, 2005 ,Wednesday 10:18:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD | W/E: MINDANAO WY | I/S No: 91

AM/PM: AP | Comments:

COUNT DATE: | STUDY DATE: | GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	140	1500	169	178	1188	72	203	700	287	0	887	106
AMBIENT												
RELATED												
PROJECT												
TOTAL	140	1500	169	178	1188	72	203	700	287	0	887	106
LANE	1	0	3	0	0	1	0	1	0	2	0	1
	2	0	1	0	1	0	0	0	1	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Prot-Fix	Auto	Perm	Auto				

Critical Movements Diagram

SouthBound A: 420 B: 178

EastBound A: 497 B: 0

WestBound A: 494 B: 112

NorthBound A: 500 B: 140

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{500 + 178 + 112 + 497}{*1375} = 0.866 \qquad LOS = D$$

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24NANPOP

CalcaDB

January 5, 2005 ,Wednesday 10:18:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD | W/E: VENICE BLVD | I/S No: 95

AM/PM: AP | Comments:

COUNT DATE: | STUDY DATE: | GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	205	1482	266	202	1257	88	316	627	152	73	672	140
AMBIENT												
RELATED												
PROJECT												
TOTAL	205	1482	266	202	1257	88	316	627	152	73	672	140
LANE	2	0	1	0	1	0	2	0	1	0	1	0
	2	0	2	0	0	1	2	0	3	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto				

Critical Movements Diagram

SouthBound A: 673 B: 111

EastBound A: 224 B: 40

WestBound A: 314 B: 174

NorthBound A: 874 B: 113

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{874 + 111 + 174 + 224}{*1375} = 0.936 \qquad LOS = E$$

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January 5, 2005 ,Wednesday 10:18:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD | W/E: WASHINGTON BLVD | I/S No: 96

AM/PM: AP | Comments:

COUNT DATE: | STUDY DATE: | GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	547	1308	232	239	1055	162	171	382	342	203	576	482
AMBIENT												
RELATED												
PROJECT												
TOTAL	547	1308	232	239	1055	162	171	382	342	203	576	482
LANE	2	0	2	0	1	0	0	2	0	2	0	1	0	0	2	0	2	0	0	1	0	2	0	0	1	0
SIGNAL	Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: OLA	

Critical Movements Diagram

SouthBound A: 406 B: 131

EastBound A: 288 B: 112

WestBound A: 276 B: 94

NorthBound A: 513 B: 301

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{301 + 406 + 276 + 112}{*1375} = 0.726 \qquad LOS = C$$

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January 5, 2005 ,Wednesday 10:18:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AV | W/E: RTE-90 E/B RAMPS | I/S No: 118

AM/PM: AP | Comments:

COUNT DATE: | STUDY DATE: | GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	722	706	280	1221	0	0	0	0	10	2	283
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	722	706	280	1221	0	0	0	0	10	2	283
LANE	0	0	2	0	1	0	0	2	0	3	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: <none>	RTOR: <none>		Phasing: Split	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 407 B: 154

EastBound A: 148 B: 10

WestBound A: 0 B: 0

NorthBound A: 706 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{706 + 154 + 0 + 148}{*1425} = 0.637 \qquad LOS = B$$

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January 5, 2005 ,Wednesday 10:18:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AV | W/E: RTE-90 W/B RAMPS | I/S No: 119

AM/PM: AP | Comments:

COUNT DATE: | STUDY DATE: | GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	17	567	50	0	1222	60	213	29	415	48	0	73
AMBIENT												
RELATED												
PROJECT												
TOTAL	17	567	50	0	1222	60	213	29	415	48	0	73
LANE	1	0	2	0	1	0	0	0	0	2	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	1
SIGNAL	Phasing: Perm	RTOR: Free		Phasing: Perm	RTOR: Auto		Phasing: Split	RTOR: Auto		Phasing: Split	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 427 B: 0

EastBound A: 121 B: 48

WestBound A: 222 B: 213

NorthBound A: 206 B: 17

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{17 + 427 + 222 + 121}{*1425} = 0.482 \qquad LOS = A$$

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January 5, 2005 ,Wednesday 10:18:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD | W/E: 79TH/80TH ST | I/S No: 136

AM/PM: AP | Comments:

COUNT DATE: | STUDY DATE: | GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	59	1479	50	179	1258	126	104	232	208	61	200	25
AMBIENT												
RELATED												
PROJECT												
TOTAL	59	1479	50	179	1258	126	104	232	208	61	200	25
LANE	1	0	2	0	1	0	0	1	0	3	0	0	1	0	0	1	0	0	1	0	1	0	0	1	0	1
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 419 B: 179

EastBound A: 200 B: 61

WestBound A: 272 B: 104

NorthBound A: 510 B: 59

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{510 + 179 + 272 + 61}{*1500} = 0.611 \qquad LOS = B$$

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January 5, 2005 ,Wednesday 10:18:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD | W/E: 83RD ST | I/S No: 137

AM/PM: AP | Comments:

COUNT DATE: | STUDY DATE: | GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	48	1297	62	169	1124	78	34	137	174	47	205	17
AMBIENT												
RELATED												
PROJECT												
TOTAL	48	1297	62	169	1124	78	34	137	174	47	205	17
LANE	1 0 3 0 0 1 0			1 0 2 0 1 0 0			1 0 0 0 1 0 0			1 0 1 0 0 1 0		
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Perm	Auto		Perm	Auto		Perm	Auto	

Critical Movements Diagram

SouthBound A: 401 B: 169

EastBound A: 205 B: 47

WestBound A: 311 B: 34

NorthBound A: 432 B: 48

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{432 + 169 + 311 + 47}{*1500} = 0.569$$

LOS = A

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January 5, 2005 ,Wednesday 10:18:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: HAWTHORNE BLVD | W/E: LENNOX BLVD | I/S No: 309

AM/PM: AP | Comments:

COUNT DATE: | STUDY DATE: | GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	286	1250	112	393	1318	144	226	673	278	101	597	127
AMBIENT												
RELATED												
PROJECT												
TOTAL	286	1250	112	393	1318	144	226	673	278	101	597	127
LANE	1 0 3 0 0 1 0			1 0 2 0 1 0 0			1 0 1 0 0 1 0			1 0 1 0 1 0 0		
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Prot-Var	Auto		Prot-Var	Auto		Perm	Auto		Perm	Auto	

Critical Movements Diagram

SouthBound A: 487 B: 393

EastBound A: 362 B: 101

WestBound A: 673 B: 226

NorthBound A: 417 B: 286

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{417 + 393 + 673 + 101}{*1375} = 1.082$$

LOS = F

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January 5, 2005 ,Wednesday 10:18:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD AV | W/E: LENNOX BLVD | I/S No: 310

AM/PM: AP | Comments:

COUNT DATE: | STUDY DATE: | GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	88	145	72	180	204	222	62	940	172	88	477	73
AMBIENT												
RELATED												
PROJECT												
TOTAL	88	145	72	180	204	222	62	940	172	88	477	73
LANE	1 0 0 0 1 0 0			1 0 0 0 1 0 0			1 0 0 0 1 0 0			1 0 0 0 1 0 0		
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Perm	Auto		Perm	Auto		Perm	Auto	

Critical Movements Diagram

SouthBound A: 427 B: 180

EastBound A: 550 B: 88

WestBound A: 1112 B: 62

NorthBound A: 217 B: 88

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{88 + 427 + 1112 + 88}{1500} = 1.143$$

LOS = F

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January 5, 2005 ,Wednesday 10:18:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD | W/E: ARBOR VITAE | I/S No: 502

AM/PM: AP | Comments:

COUNT DATE: | STUDY DATE: | GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	75	155	23	78	248	187	32	489	61	231	988	260
AMBIENT												
RELATED												
PROJECT												
TOTAL	75	155	23	78	248	187	32	489	61	231	988	260
LANE	1 0 0 0 1 0 0			0 0 0 1 0 0 0			1 0 1 0 1 0 0			1 0 1 0 1 0 0		
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Perm	Auto		Perm	Auto		Perm	Auto	

Critical Movements Diagram

SouthBound A: 512 B: 78

EastBound A: 624 B: 231

WestBound A: 275 B: 32

NorthBound A: 177 B: 75

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{75 + 512 + 32 + 624}{1500} = 0.829$$

LOS = D

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January 5, 2005 ,Wednesday 10:18:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD W/E: CENTURY I/S No: 503

AM/PM: AP Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	22	91	291	374	245	26	327	983	238	29	897	30
AMBIENT												
RELATED												
PROJECT												
TOTAL	22	91	291	374	245	26	327	983	238	29	897	30
LANE	1 0 0 0 1 0 0			1 0 0 0 1 0 0			1 0 2 0 1 0 0			1 0 2 0 1 0 0		
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Perm	Auto		Perm	Auto		Perm	Auto	

Critical Movements Diagram

SouthBound A: 271 B: 374

EastBound A: 309 B: 29

WestBound A: 407 B: 327

NorthBound A: 382 B: 22

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{382 + 374 + 327 + 309}{1500} = 0.928$$

LOS = E

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January 5, 2005 ,Wednesday 10:18:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD W/E: IMPERIAL I/S No: 505

AM/PM: AP Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	436	286	127	43	415	86	197	844	57	142	691	281
AMBIENT												
RELATED												
PROJECT												
TOTAL	436	286	127	43	415	86	197	844	57	142	691	281
LANE	1 0 1 0 0 1 0			1 0 0 0 1 0 0			1 0 2 0 1 0 0			1 0 2 0 1 0 0		
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Perm	Auto		Perm	Auto		Perm	Auto	

Critical Movements Diagram

SouthBound A: 501 B: 43

EastBound A: 324 B: 142

WestBound A: 300 B: 197

NorthBound A: 286 B: 436

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{436 + 501 + 197 + 324}{1500} = 0.972$$

LOS = E

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January 5, 2005 ,Wednesday 10:18:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA BREA W/E: ARBOR VITAE I/S No: 506

AM/PM: AP Comments: 2015 No Action / No Project

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	262	1292	48	185	1372	93	56	247	92	246	465	281
AMBIENT												
RELATED												
PROJECT												
TOTAL	262	1292	48	185	1372	93	56	247	92	246	465	281
LANE	1 0 2 0 1 0 0			1 0 3 0 0 1 0			1 0 2 0 0 1 0			1 0 1 0 0 1 0		
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Perm	Auto		Prot-Fix	Auto		Prot-Fix	Auto	

Critical Movements Diagram

SouthBound A: 457 B: 185

EastBound A: 465 B: 246

WestBound A: 124 B: 56

NorthBound A: 447 B: 262

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{262 + 457 + 56 + 465}{1425} = 0.870$$

LOS = D

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24NANPOP

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January 5, 2005 ,Wednesday 10:18:13 AM

INTERSECTION DATA SUMMARY SHEET

N/S: PRAIRIE W/E: LENNOX I/S No: 510

AM/PM: AP Comments: 2015 No Action / No Project

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	636	1155	0	0	1277	487	0	0	0	405	0	565
AMBIENT												
RELATED												
PROJECT												
TOTAL	636	1155	0	0	1277	487	0	0	0	405	0	565
LANE	1 0 3 0 0 0 0			0 0 2 0 1 0 0			0 0 0 1 0 0 0			0 1 0 0 1 0 0		
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Perm	Auto		Split	Auto		Split	Auto	

Critical Movements Diagram

SouthBound A: 588 B: 0

EastBound A: 565 B: 405

WestBound A: 0 B: 0

NorthBound A: 385 B: 636

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{636 + 588 + 0 + 565}{1425} = 1.255$$

LOS = F

Developed by Chun Wong, 12/94

2015 - Alternative D Vs. No Action/No Project (With Reduced Playa Vista) -WITHOUT MITIGATIONS

			AM PEAK				PM PEAK				AIRPORT PEAK			
INTERSECTIONS	**BA ID**	**Significant Impact**	**NA/NP V/C**	**Alt D V/C**	**Alt D - Adj Env**	**Pk-Hr Impact**	**NA/NP V/C**	**Alt D V/C**	**Alt D - Adj Env**	**Pk-Hr Impact**	**NA/NP V/C**	**Alt D V/C**	**Alt D - Adj Env**	**Pk-Hr Impact**
AIRPORT BLVD at ARBOR VITAE ST	3	Yes	0.640	0.707	0.067	X	0.791	0.771	-0.020	---	0.864	0.814	-0.050	---
AIRPORT BLVD at CENTURY BLVD	4	---	0.531	0.569	0.038	---	0.611	0.620	0.009	---	0.588	0.599	0.011	---
AIRPORT BLVD at LA TIJERA BLVD	5	---	0.612	0.546	-0.066	---	0.688	0.561	-0.127	---	0.715	0.677	-0.038	---
AIRPORT BLVD at MANCHESTER AV	6	---	0.859	0.699	-0.160	---	0.900	0.761	-0.139	---	0.927	0.857	-0.070	---
AVIATION BLVD at ARBOR VITAE ST	7	Yes	0.942	0.815	-0.127	---	1.055	0.932	-0.123	---	0.947	0.980	0.033	X
LA CIENEGA BLVD at ARBOR VITAE ST	8	Yes	1.081	1.119	0.038	X	1.035	1.099	0.064	X	1.021	1.099	0.078	X
AVIATION BLVD at 111TH ST	10	---	0.510	0.691	0.181	---	0.565	0.699	0.134	---	0.877	0.856	-0.021	---
AVIATION BLVD at CENTURY BLVD	11	Yes	1.119	0.899	-0.220	---	1.032	1.150	0.118	X	1.563	1.051	-0.512	---
AVIATION BLVD at EL SEGUNDO BLVD	12	---	1.085	0.935	-0.150	---	1.140	1.098	-0.042	---	1.001	1.006	0.005	---
AVIATION BLVD at IMPERIAL HWY	13	---	0.945	0.838	-0.107	---	1.128	1.033	-0.095	---	1.061	0.814	-0.247	---
AVIATION BLVD at MANCHESTER AV	14	---	1.357	1.050	-0.307	---	1.087	1.063	-0.024	---	1.524	1.382	-0.142	---
AVIATION BLVD at ROSECRANS AV	15	---	1.148	1.017	-0.131	---	1.232	1.200	-0.032	---	1.290	1.297	0.007	---
CENTINELA AV at JEFFERSON BLVD	18	---	0.650	0.616	-0.034	---	0.883	0.808	-0.075	---	0.607	0.651	0.044	---
SEPULVEDA BLVD at CENTINELA AV	22	---	1.294	1.245	-0.049	---	1.120	1.091	-0.029	---	0.824	0.797	-0.027	---
LA CIENEGA BLVD at CENTURY BLVD	26	Yes	0.890	1.363	0.473	X	0.931	1.176	0.245	X	0.733	1.299	0.566	X
SEPULVEDA BLVD at CENTURY BLVD	27	Yes	0.839	0.832	-0.007	---	0.855	0.880	0.025	X	0.794	0.657	-0.137	---
CULVER BLVD at JEFFERSON BLVD	28	---	0.665	0.673	0.008	---	0.822	0.829	0.007	---	0.392	0.382	-0.010	---
VISTA DEL MAR at CULVER BLVD	33	---	0.687	0.659	-0.028	---	0.528	0.484	-0.044	---	0.457	0.404	-0.053	---
DOUGLAS ST at IMPERIAL HWY	34	Yes	0.394	0.379	-0.015	---	0.643	0.865	0.222	X	0.533	0.458	-0.075	---
SEPULVEDA BLVD at EL SEGUNDO BLVD	35	---	1.321	1.198	-0.123	---	1.249	1.228	-0.021	---	1.151	1.143	-0.008	---
VISTA DEL MAR at GRAND AV	36	---	0.999	0.879	-0.120	---	0.457	0.438	-0.019	---	0.497	0.474	-0.023	---
LA CIENEGA BLVD at FLORENCE AV	40	Yes	0.950	0.897	-0.053	---	1.220	1.188	-0.032	---	1.643	1.713	0.070	X
HIGHLAND AV/VISTA DEL MAR at ROSECRANS AV	43	---	1.271	1.229	-0.042	---	1.359	1.325	-0.034	---	0.926	0.914	-0.012	---
SEPULVEDA BLVD at HOWARD HUGHES PKWY	44	---	0.671	0.598	-0.073	---	0.908	0.883	-0.025	---	0.644	0.555	-0.089	---
I-105 FWY/CONTINENTAL CITY DR at IMPERIAL HWY	45	Yes	0.547	0.795	0.248	X	0.674	1.011	0.337	X	0.712	1.449	0.737	X
I-405 FWY NB RAMPS at IMPERIAL HWY	46	Yes	0.387	0.491	0.104	---	0.379	0.532	0.153	---	0.785	0.963	0.178	X
MAIN ST at IMPERIAL HWY	47	Yes	0.715	0.707	-0.008	---	1.100	1.111	0.011	X	0.574	0.604	0.030	---
I-105 FWY W/B OFF/NASH ST at IMPERIAL HWY	48	---	0.548	0.676	0.128	---	0.624	0.536	-0.088	---	0.718	0.433	-0.285	---
PERSHING DR at IMPERIAL HWY	49	Yes	1.104	1.029	-0.075	---	0.733	0.794	0.061	X	0.536	0.595	0.059	---
SEPULVEDA BLVD at IMPERIAL HWY	50	---	0.917	0.813	-0.104	---	1.163	1.104	-0.059	---	1.248	0.835	-0.413	---
VISTA DEL MAR at IMPERIAL HWY	51	Yes	0.723	0.857	0.134	X	0.605	0.593	-0.012	---	0.633	0.560	-0.073	---
LA CIENEGA BLVD at IMPERIAL HWY	52	Yes	0.826	0.744	-0.082	---	0.639	0.684	0.045	---	0.606	0.907	0.301	X
I-405 N/B RAMPS at JEFFERSON BLVD	54	---	0.812	0.787	-0.025	---	0.903	0.839	-0.064	---	0.626	0.583	-0.043	---
I-405 S/B RAMPS at JEFFERSON BLVD	55	---	0.613	0.614	0.001	---	0.643	0.586	-0.057	---	0.472	0.455	-0.017	---
LINCOLN BLVD at JEFFERSON BLVD	57	---	0.695	0.715	0.020	---	1.120	0.995	-0.125	---	0.837	0.795	-0.042	---
LA CIENEGA BLVD at 111TH ST	67	Yes	0.535	0.613	0.078	---	0.427	0.423	-0.004	---	0.751	1.037	0.286	X
LA CIENEGA BLVD at I-405 RAMPS S/O CENTURY BL	68	---	0.471	0.530	0.059	---	0.579	0.528	-0.051	---	0.701	0.595	-0.106	---
LA CIENEGA BLVD at I-405 FWY SB N/O IMPERIAL	69	---	0.233	0.253	0.020	---	0.192	0.292	0.100	---	0.492	0.515	0.023	---
LA CIENEGA BLVD at LENNOX BLVD	71	Yes	0.464	0.439	-0.025	---	0.580	1.049	0.469	X	0.821	1.154	0.333	---
LA CIENEGA BLVD at MANCHESTER AV	72	Yes	0.851	0.742	-0.109	---	0.905	0.816	-0.089	---	1.248	1.285	0.037	X
I-405 N/B RAMPS at LA TIJERA BLVD	78	---	0.659	0.619	-0.040	---	0.687	0.677	-0.010	---	0.569	0.447	-0.122	---
I-405 S/B RAMPS at LA TIJERA BLVD	79	---	0.625	0.616	-0.009	---	0.847	0.762	-0.085	---	0.442	0.368	-0.074	---
LINCOLN BLVD at LA TIJERA BLVD	81	---	0.489	0.421	-0.068	---	0.587	0.659	0.072	---	0.296	0.225	-0.071	---
LA TIJERA BLVD at MANCHESTER AV	82	---	0.693	0.574	-0.119	---	0.910	0.738	-0.172	---	0.738	0.629	-0.109	---
SEPULVEDA BLVD at LA TIJERA BLVD	83	---	0.846	0.830	-0.016	---	1.006	0.841	-0.165	---	0.514	0.436	-0.078	---
LINCOLN BLVD at 83RD ST	87	---	1.095	1.034	-0.061	---	1.371	1.173	-0.198	---	0.968	0.952	-0.016	---
LINCOLN BLVD at MANCHESTER AV	88	---	0.985	0.894	-0.091	---	1.397	1.249	-0.148	---	0.896	0.839	-0.057	---
SEPULVEDA BLVD at LINCOLN BLVD	93	---	0.441	0.587	0.146	---	0.549	0.633	0.084	---	0.418	0.374	-0.044	---
LINCOLN BLVD at TEALE ST	94	---	0.691	0.698	0.007	---	1.100	0.941	-0.159	---	0.607	0.561	-0.046	---
PERSHING DR at MANCHESTER AV	98	---	0.556	0.554	-0.002	---	0.664	0.516	-0.148	---	0.235	0.200	-0.035	---
SEPULVEDA BLVD at MANCHESTER AV	99	Yes	0.806	0.813	0.007	---	1.086	1.112	0.026	X	0.833	0.694	-0.139	---
SEPULVEDA BLVD at MARIPOSA AV	100	---	0.973	0.949	-0.024	---	1.081	1.055	-0.026	---	1.068	1.033	-0.035	---
PERSHING DR at WESTCHESTER PKWY	101	---	0.355	0.235	-0.120	---	0.377	0.294	-0.083	---	0.139	0.084	-0.055	---
SEPULVEDA BLVD at ROSECRANS AV	103	---	1.444	1.260	-0.184	---	1.663	1.661	-0.002	---	1.231	1.208	-0.023	---
SEPULVEDA BLVD at I-105 OFF RAMP N/O IMPERIAL HWY	105	---	1.359	1.165	-0.194	---	1.073	1.068	-0.005	---	1.170	0.869	-0.301	---
SEPULVEDA BLVD at 76TH/77TH ST	106	---	0.660	0.665	0.005	---	0.736	0.701	-0.035	---	0.714	0.650	-0.064	---
SEPULVEDA BLVD at WESTCHESTER PKW	109	---	0.799	0.694	-0.105	---	1.007	0.904	-0.103	---	0.687	0.593	-0.094	---
LA CIENEGA BLVD at I-405 SB RAMPS N/O CENTURY	111	Yes	0.839	0.731	-0.108	---	0.670	0.440	-0.230	---	0.765	0.894	0.129	X
I-405 NB OFF-RAMP at CENTURY BLVD	307	---	0.835	0.671	-0.164	---	0.739	0.653	-0.086	---	0.501	0.467	-0.034	---
LA CIENEGA BLVD at EL SEGUNDO BLVD	312	---	0.764	0.724	-0.040	---	0.783	0.712	-0.071	---	0.504	0.577	0.073	---
LA CIENEGA BLVD at 120TH ST	313	---	0.405	0.457	0.052	---	0.467	0.493	0.026	---	0.519	0.461	-0.058	---
# IMPACTS		**19**				**5**				**10**				**10**

2015 - Alternative D Vs. No Action/No Project (With Reduced Playa Vista) - WITHOUT MITIGATIONS
Supplemental Intersections

			AM PEAK				PM PEAK				AIRPORT PEAK			
SUPPLEMENTAL INTERSECTIONS	**BA ID**	**Significant Impact**	**NA/NP V/C**	**Alt D V/C**	**Alt D - Adj Env**	**Pk-Hr Impact**	**NA/NP V/C**	**Alt D V/C**	**Alt D - Adj Env**	**Pk-Hr Impact**	**NA/NP V/C**	**Alt D V/C**	**Alt D - Adj Env**	**Pk-Hr Impact**
LA CIENEGA BLVD at 104TH ST	0	---	0.353	0.353	0.000	---	0.402	0.235	-0.167	---	0.417	0.627	0.210	---
LINCOLN BLVD at BALI WY	16	---	0.610	0.579	-0.031	---	0.844	0.850	0.006	---	0.532	0.512	-0.020	---
CENTINELA BLVD at CULVER BLVD	17	---	0.907	0.912	0.005	---	0.912	0.886	-0.026	---	0.684	0.685	0.001	---
LA CIENEGA BLVD at CENTINELA AV	20	Yes	1.272	1.192	-0.080	---	1.229	1.221	-0.008	---	1.016	1.029	0.013	X
LA BREA AV at CENTURY BLVD	25	---	0.955	0.844	-0.111	---	1.039	0.924	-0.115	---	1.004	0.977	-0.027	---
LINCOLN BLVD at FIJI WY	39	---	0.481	0.526	0.045	---	0.885	0.892	0.007	---	0.525	0.541	0.016	---
HAWTHORNE BLVD at IMPERIAL HWY	42	Yes	0.738	0.717	-0.021	---	0.961	0.883	-0.078	---	0.903	1.055	0.152	X
LA CIENEGA BLVD at LA TIJERA BLVD	70	---	0.721	0.711	-0.010	---	0.884	0.840	-0.044	---	0.574	0.556	-0.018	---
LINCOLN BLVD at MARINA EXPWY	89	---	0.795	0.809	0.014	---	0.935	0.928	-0.007	---	0.796	0.769	-0.027	---
LINCOLN BLVD at MAXELLA AV	90	---	0.741	0.708	-0.033	---	0.893	0.884	-0.009	---	0.666	0.674	0.008	---
LINCOLN BLVD at MINDANOA WY	91	---	0.963	0.922	-0.041	---	0.969	0.936	-0.033	---	0.836	0.832	-0.004	---
LINCOLN BLVD at VENICE BLVD	95	---	0.902	0.880	-0.022	---	1.021	1.000	-0.021	---	0.906	0.896	-0.010	---
LINCOLN BLVD at WASHINGTON BLVD	96	---	0.881	0.859	-0.022	---	1.133	1.126	-0.007	---	0.696	0.699	0.003	---
CENTINELA BLVD at ROUTE 90 EB	118	---	0.31	0.331	0.021	---	0.522	0.511	-0.011	---	0.607	0.616	0.009	---
CENTINELA BLVD at ROUTE 90 WB	119	---	0.539	0.522	-0.017	---	0.541	0.538	-0.003	---	0.452	0.451	-0.001	---
SEPULVEDA BLVD at 79TH/80TH ST	136	---	0.697	0.727	0.030	---	0.818	0.810	-0.008	---	0.581	0.515	-0.066	---
SEPULVEDA BLVD at 83RD ST	137	---	0.777	0.754	-0.023	---	0.969	0.946	-0.023	---	0.539	0.482	-0.057	---
HAWTHORNE BLVD at LENNOX BLVD	309	Yes	0.865	0.754	-0.111	---	1.020	0.960	-0.060	---	1.082	1.119	0.037	X
INGLEWOOD AV at LENNOX BLVD	310	Yes	1.048	0.909	-0.139	---	1.256	1.108	-0.148	---	1.143	1.253	0.110	X
INGLEWOOD AV at ARBOR VITAE ST	502	Yes	0.847	0.834	-0.013	---	0.849	0.889	0.040	X	0.829	0.915	0.086	X
INGLEWOOD AV at CENTURY BLVD	503	---	0.799	0.711	-0.088	---	0.807	0.791	-0.016	---	0.928	0.897	-0.031	---
INGLEWOOD AV at IMPERIAL HWY	505	---	0.989	0.889	-0.100	---	1.163	1.082	-0.081	---	0.972	0.977	0.005	---
LA BREA AV at ARBOR VITAE ST	506	Yes	0.707	0.672	-0.035	---	0.713	0.676	-0.037	---	0.87	0.892	0.022	X
PRAIRIE AV at LENNOX BLVD	510	---	1.053	0.983	-0.070	---	1.330	1.264	-0.066	---	1.255	1.221	-0.034	---
# IMPACTS		**6**				**0**				**1**				**6**